

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report  
95**

Washington County  
City of Bristol  
Town of Abingdon  
Town of Damascus  
Town of Glade Spring

Prepared By  
**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Washington Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11 421 Euclid Ave	City of Bristol	0.75	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	15000	G
11 421 Euclid Ave	City of Bristol	0.19	16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.505	18000	G
11 421 Euclid Ave	City of Bristol	0.18	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	21000	G
11 19 Euclid Ave	City of Bristol	0.48	9500	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G
11 19 Euclid Ave	City of Bristol	0.56	7100	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.532	7800	G
11 19 Lee Highway	City of Bristol	0.48	14000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G
11 19 Lee Highway	City of Bristol	1.26	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G
11 19 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.569	18000	G
11 19 Lee Highway	City of Bristol	0.51	16000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.574	17000	G
11 19 Lee Highway	City of Bristol	0.68	11000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	G
11 19 Lee Highway	Washington County	2.83	8400	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.508	8700	A
11 19 Lee Highway	Washington County	0.80	8700	F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.625	9500	F
11 19 Lee Highway	Washington County	1.28	8800	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.613	9700	G
11 19 Lee Highway	Washington County	1.72	8600	G	98%	0%	1%	1%	1%	0%	F	NA			8700	G
11 19 Main St	Town of Abingdon	0.55	8400	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9200	G
11 19 Main St	Town of Abingdon	0.43	24000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	26000	G
11 19 Main St	Town of Abingdon	0.47	23000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.536	25000	G
11 Main St	Town of Abingdon	0.47	17000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.506	19000	G

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							2Axle	3+Axle	1Trail	2Trail						
11 Main St	Town of Abingdon	0.35	15000	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.553	17000	F
11 ALT 58 Main St	Town of Abingdon	0.24	12000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.525	13000	F
11 Main St	Town of Abingdon	0.66	11000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	12000	G
11 Main St	Town of Abingdon	0.93	13000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.503	15000	G
11 Main St	Town of Abingdon	0.13	17000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.509	18000	F
11 Main St	Town of Abingdon	0.74	15000	F	99%	0%	1%	0%	0%	0%	C	0.091	F	0.628	16000	F
11 Lee Highway	Washington County	0.20	16000	F	96%	0%	1%	1%	2%	0%	C	0.087	F	0.576	17000	F
11 58 Lee Highway	Washington County	0.30	18000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.593	19000	G
11 Lee Highway	Washington County	2.58	4400	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.543	4600	G
11 Lee Highway	Washington County	2.09	4600	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.57	4700	G
11 Lee Highway	Washington County	4.46	2800	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.596	2900	G
11 Lee Highway	Washington County	2.81	1500	G	97%	0%	1%	1%	1%	0%	F	0.128	F	0.725	1500	G
11 Lee Highway	Washington County	2.21	2500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.519	2600	G
Truck 11 421 19 Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G
Truck 11 421 19 Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G
Truck 11 19 Randall St	City of Bristol	0.93	6900	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.542	7600	F
Truck 11 113 19 Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G

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							2Axle	3+Axle	1Trail	2Trail						
19 381 421 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	F
19 381 421 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
19 381 421 Commonwealth Ave	City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
19 11 Euclid Ave	City of Bristol	0.48	9500	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G
19 11 Euclid Ave	City of Bristol	0.56	7100	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.532	7800	G
19 11 Lee Highway	City of Bristol	0.48	14000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G
19 11 Lee Highway	City of Bristol	1.26	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G
19 11 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.569	18000	G
19 11 Lee Highway	City of Bristol	0.51	16000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.574	17000	G
19 11 Lee Highway	City of Bristol	0.68	11000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	G
19 11 Lee Highway	Washington County	2.83	8400	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.508	8700	A
19 11 Lee Highway	Washington County	0.80	8700	F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.625	9500	F
19 11 Lee Highway	Washington County	1.28	8800	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.613	9700	G
19 11 Lee Highway	Washington County	1.72	8600	G	98%	0%	1%	1%	1%	0%	F	NA			8700	G
19 11 Main St	Town of Abingdon	0.55	8400	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9200	G
19 11 Main St	Town of Abingdon	0.43	24000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	26000	G
19 11 Main St	Town of Abingdon	0.47	23000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.536	25000	G
19 Porterfield Rd	Town of Abingdon	0.45	16000	F	92%	1%	1%	1%	5%	0%	C	0.084	F	0.553	17000	F

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							2Axle	3+Axle	1Trail	2Trail						
19 ALT 58 Porterfield Rd	Town of Abingdon	0.21	20000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.628	22000	F
	From: NCL Abingdon															
19 ALT 58	Washington County	3.79	20000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.56	20000	G
	To: 95-700															
19 ALT 58	Washington County	3.03	18000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.538	18000	G
	To: 95-802															
19 ALT 58	Washington County	3.25	17000	G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.581	17000	G
	To: Russell County Line															
Truck 19 421 Truck 11 Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G
	From: SR 381 Commonwealth Ave															
Truck 19 421 Truck 11 Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G
	To: 102-3305 Piedmont Ave															
Truck 19 11 Randall St	City of Bristol	0.93	6900	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.542	7600	F
	To: State St															
Truck 19 113 Truck 11 Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G
	To: Oakview Ave															
	From: Euclid Ave															
58 421 Gate City Hwy	Washington County	2.65	1200	G	93%	1%	2%	0%	3%	0%	F	0.096	F	0.544	1300	G
	To: 95-700															
58 421 Gate City Hwy	Washington County	3.59	5200	G	93%	1%	2%	0%	3%	0%	F	0.094	F	0.642	5300	G
	To: WCL Bristol															
58 421 Gate City Hwy	City of Bristol (Maint: 95)	0.50	5300	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.675	5900	G
	To: I-81; US 421															
	From: US 58; US 421															
58 81	City of Bristol (Maint: 95)	2.44	See I-81 for directional traffic volume estimates for this segment.													
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	G	77%	1%	1%	1%	20%	1%	F	NA				42000	G
	To: I-381															
58 81	City of Bristol (Maint: 95)	1.39	See I-81 for directional traffic volume estimates for this segment.													
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	52000	G	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507		53000	G
	To: US 11, US 19															
58 81	City of Bristol (Maint: 95)	2.13	See I-81 for directional traffic volume estimates for this segment.													
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	46000	G	77%	1%	1%	1%	20%	1%	F	NA				47000	G
	To: Old Airport Rd															
58 81	City of Bristol (Maint: 95)	0.93	See I-81 for directional traffic volume estimates for this segment.													
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	48000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537		48000	G
	To: NCL Bristol															

Virginia Department of Transportation  
Traffic Engineering Division  
2005

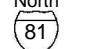
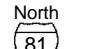
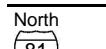
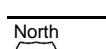
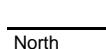
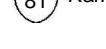
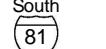
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ALT 58 19	Washington County	3.25	17000	G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.581	17000	G
ALT 58 19	Washington County	3.03	18000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.538	18000	G
ALT 58 19	Washington County	3.79	20000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.56	20000	G
ALT 58 19 Porterfield Rd	Town of Abingdon	0.21	20000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.628	22000	F
ALT 58 Russell Rd	Town of Abingdon	1.01	7000	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.677	7700	G
ALT 58 11 Main St	Town of Abingdon	0.24	12000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.525	13000	F
ALT 58 75	Town of Abingdon	0.78	17000	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.547	18000	F
75	Washington County	4.29	1500	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.521	1500	G
75	Washington County	4.46	4000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.634	4100	G
75	Town of Abingdon	0.98	8300	F	96%	1%	1%	1%	1%	0%	C	0.077	F	0.664	9100	F
ALT 75 58	Town of Abingdon	0.78	17000	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.547	18000	F
80	Washington County	1.06	3000	G	97%	1%	1%	0%	0%	0%	F	0.119	F	0.748	3100	G
80	Washington County	2.19	950	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.648	990	G
80	Washington County	6.00	760	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.643	780	G
80	Washington County	2.06	470	G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.56	480	G
80	Washington County	3.67	250	G	97%	1%	1%	0%	0%	0%	F	0.119	F	0.642	260	G

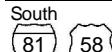
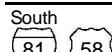
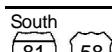
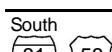
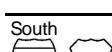
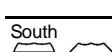
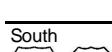
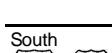
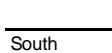
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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 		From:	Tennessee State Line													
	Washington County	0.65	<b>18000</b>	F	71%	1%	1%	1%	25%	1%	C	0.088	B		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>34000</b>	F	72%	1%	1%	1%	24%	1%	C	0.088	B	0.527		34000	F
North 		To:	SCL Bristol													
	City of Bristol (Maint: 95)	0.61	<b>18000</b>	F	71%	1%	1%	1%	25%	1%	C	0.088	B		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>34000</b>	F	72%	1%	1%	1%	24%	1%	C	NA				34000	F
North  		To:	US 58, US 421													
	City of Bristol (Maint: 95)	2.44	<b>20000</b>	G	75%	1%	1%	1%	22%	1%	F	0.075	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>41000</b>	G	77%	1%	1%	1%	20%	1%	F	NA				42000	G
North  		To:	I-381													
	City of Bristol (Maint: 95)	1.39	<b>26000</b>	G	75%	1%	1%	1%	22%	1%	F	0.076	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>52000</b>	G	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507		53000	G
North  		To:	US 11, US 19													
	City of Bristol (Maint: 95)	2.13	<b>24000</b>	G	75%	1%	1%	1%	22%	1%	F	0.084	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>46000</b>	G	77%	1%	1%	1%	20%	1%	F	NA				47000	G
North  		To:	Old Airport Rd													
	City of Bristol (Maint: 95)	0.93	<b>25000</b>	G	75%	1%	1%	1%	22%	1%	F	0.079	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>48000</b>	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537		48000	G
North  		To:	NCL Bristol													
	Washington County	3.84	<b>25000</b>	G	75%	1%	1%	1%	22%	1%	F	0.079	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>48000</b>	G	77%	1%	1%	1%	20%	1%	F	NA				48000	G
North  		To:	FR-310													
	Washington County	0.99	<b>23000</b>	G	75%	1%	1%	1%	22%	1%	F	0.073	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>46000</b>	G	77%	1%	1%	1%	20%	1%	F	0.072	F	0.51		47000	G
North  		To:	95-611													
	Washington County	2.00	<b>22000</b>	G	75%	1%	1%	1%	22%	1%	F	0.078	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>46000</b>	G	77%	1%	1%	1%	20%	1%	F	NA				46000	G
North  		To:	SR 140													
	Washington County	1.93	<b>21000</b>	A	75%	1%	1%	1%	22%	1%	C	0.094	A		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>43000</b>	A	77%	1%	1%	1%	20%	1%	C	0.091	A	0.506		44000	A
North  		To:	SCL Abingdon													
	Town of Abingdon (Maint: 95)	0.14	<b>21000</b>	A	75%	1%	1%	1%	22%	1%	C	0.094	A		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>43000</b>	A	77%	1%	1%	1%	20%	1%	C	NA				44000	A
North  		To:	SR 75													

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North  58	Town of Abingdon (Maint: 95)	1.06	<b>21000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.083	<b>F</b>	21000	<b>G</b>	
North  58	Washington County	1.43	<b>21000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.083	<b>F</b>	21000	<b>G</b>	
North 	Washington County	2.62	<b>19000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.072	<b>F</b>	19000	<b>G</b>	
North 	Washington County	2.66	<b>18000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.070	<b>F</b>	18000	<b>G</b>	
North 	Washington County	1.52	<b>16000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.072	<b>F</b>	17000	<b>G</b>	
North 	Washington County	2.97	<b>17000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.072	<b>F</b>	17000	<b>G</b>	
North 	Washington County	2.68	<b>15000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.066	<b>F</b>	16000	<b>G</b>	
North 	Washington County	2.31	<b>15000</b>	<b>G</b>	75%	1%	1%	1%	20%	1%	F	0.069	<b>F</b>	0.518	30000	<b>G</b>
North 	Washington County	0.30	<b>1800</b>	<b>G</b>	96%	0%	1%	0%	3%	0%	F	NA	<b>F</b>	5300	<b>G</b>	
North 	City of Bristol (Maint: 95)	0.16	<b>17000</b>	<b>F</b>	73%	1%	1%	1%	23%	2%	C	0.094	<b>B</b>	17000	<b>F</b>	
South 	Washington County	1.06	<b>17000</b>	<b>F</b>	72%	1%	1%	1%	24%	1%	C	0.088	<b>B</b>	0.527	34000	<b>F</b>
South 	City of Bristol (Maint: 95)	0.16	<b>17000</b>	<b>F</b>	73%	1%	1%	1%	23%	2%	C	0.094	<b>B</b>	17000	<b>F</b>	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail					
South  	From: US 58, US 421														
	City of Bristol (Maint: 95)	3.58	<b>21000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.072	F	21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>41000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			42000	G
South  	To: I-381														
	From: City of Bristol (Maint: 95)	1.25	<b>26000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.079	F	27000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>52000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	G
South  	To: US 11, US 19														
	From: City of Bristol (Maint: 95)	1.99	<b>23000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.076	F	23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>46000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			47000	G
South  	To: Old Airport Rd														
	From: City of Bristol (Maint: 95)	0.50	<b>22000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.077	F	23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>48000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	G
South  	To: NCL Bristol														
	From: Washington County	3.79	<b>22000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.077	F	23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>48000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			48000	G
South  	To: FR-310														
	From: Washington County	1.29	<b>23000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.072	F	23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>46000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.072	F	0.51	47000	G
South  	To: 95-611														
	From: Washington County	1.93	<b>24000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.073	F	24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>46000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			46000	G
South  	To: SR 140														
	From: Washington County	1.40	<b>21000</b>	<b>A</b>	78%	1%	1%	1%	18%	1%	C	0.095	A	22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>43000</b>	<b>A</b>	77%	1%	1%	1%	20%	1%	C	0.091	A	0.506	44000	A
South  	To: SCL Abingdon														
	From: Town of Abingdon (Maint: 95)	0.69	<b>21000</b>	<b>A</b>	78%	1%	1%	1%	18%	1%	C	0.095	A	22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>43000</b>	<b>A</b>	77%	1%	1%	1%	20%	1%	C	NA			44000	A
South  	To: SR 75														
	From: Town of Abingdon (Maint: 95)	0.79	<b>21000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.078	F	21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>42000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.077	F	0.534	43000	G
South  	To: NCL Abingdon														
	From: Washington County	1.52	<b>21000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.078	F	21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	<b>42000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			43000	G
	To: US 11, US 58														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South  81	Washington County	3.04	<b>20000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.071	F	21000	G	
South  81	Washington County	2.56	<b>17000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.073	F	17000	G	
South  81	Washington County	1.47	<b>18000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.070	F	18000	G	
South  81	Washington County	2.94	<b>16000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.072	F	17000	G	
South  81	Washington County	2.88	<b>14000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.074	F	14000	G	
South  81	Washington County	1.83	<b>15000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.074	F	15000	G	
South  81	Washington County	1.62	<b>2600</b>	<b>G</b>	89%	1%	1%	2%	7%	0%	C	0.084	F	0.535	2700	G
91	Town of Damascus (Maint: 95)	0.45	<b>4000</b>	<b>G</b>	93%	1%	1%	1%	5%	0%	F	0.078	F	0.5	4200	G
91  58	Jeb Stuart Hwy	0.54	<b>4000</b>	<b>N</b>	93%	1%	1%	1%	5%	0%	N	0.078	N	0.5	4200	N
91	Town of Damascus (Maint: 95)	0.70	<b>3500</b>	<b>G</b>	91%	1%	1%	2%	6%	0%	C	0.086	F	0.530	3600	G
91	Washington County	6.85	<b>3500</b>	<b>N</b>	91%	1%	1%	2%	6%	0%	N	0.086	N	0.530	3600	N
91	95-803 South of Lodi	0.97	<b>2000</b>	<b>G</b>	91%	1%	1%	2%	6%	0%	F	0.093	F	0.627	2000	G
91	Washington County	3.57	<b>2300</b>	<b>G</b>	91%	1%	1%	2%	6%	0%	F	0.08	F	0.621	2400	G
91	US 11	0.51	<b>8800</b>	<b>N</b>	95%	0%	1%	2%	1%	0%	N	0.089	N	0.611	9100	N

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							2Axle	3+Axle	1Trail	2Trail						
91	Town of Glade Spring (Maint: 95)	1.37	8800	G	95%	0%	1%	2%	1%	0%	F	0.089	F	0.611	9100	G
91	Town of Glade Spring (Maint: 95)	0.77	3800	G	95%	0%	1%	2%	1%	0%	C	0.094	F	0.565	3900	G
91	Washington County	5.43	3000	G	95%	0%	1%	2%	1%	0%	F	0.106	F	0.628	3100	G
91	Town of Saltville (Maint: 95)	0.52	3000	G	95%	1%	1%	3%	1%	0%	C	0.097	F	0.592	3100	G
Bus 91	Town of Glade Spring (Maint: 95)	1.38	720	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.547	740	G
113 Cumberland St	City of Bristol	0.28	2200	G	98%	1%	0%	0%	0%	0%	C	0.089	F	0.561	2500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																3400 G
113 Piedmont Ave	City of Bristol	0.08	3600	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.501	4000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																5000 G
113 Piedmont Ave	City of Bristol	0.25	3200	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.54	3500	G
113 Oakview Ave	City of Bristol	0.60	1800	G	97%	0%	1%	1%	1%	0%	C	0.108	F	0.584	2000	G
113 Truck 11 19 Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G
113 Sycamore St	City of Bristol	0.40	900	G	99%	0%	0%	0%	0%	0%	C	0.12	F	0.504	990	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																3400 G
140 Jonesboro Rd	Town of Abingdon	0.38	20000	F	94%	1%	1%	0%	4%	0%	C	0.093	F	0.504	20000	F
North 381	City of Bristol (Maint: 95)	1.14	8400	A	96%	1%	1%	0%	3%	0%	C	0.109	A		8800	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																17000 A
North 381 Ramp I-381 N to I-81 N	City of Bristol (Maint: 95)	0.25	8000	G	96%	1%	1%	0%	3%	0%	F	0.093	F		8000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																15000 G

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							2Axle	3+Axle	1Trail	2Trail						
 North Ramp I-381 N to I-81 S	From: City of Bristol (Maint: 95)	0.31	780	G	96%	1%	1%	0%	3%	0%	F	NA			5200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2600	G	96%	0%	1%	0%	3%	0%	F	NA			11000	G
	To: I-81 S															
 South	From: SR 381 Commonwealth Ave															
	City of Bristol (Maint: 95)	1.06	8100	A	96%	0%	1%	0%	3%	0%	C	0.106	A		8600	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	A	96%	0%	1%	0%	3%	0%	C	0.1	A	0.521	17000	A
 South Ramp I-381 S from I-81 S	From: I-381 S															
	City of Bristol (Maint: 95)	0.61	6400	G	96%	0%	1%	0%	3%	0%	F	0.091	F		6800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	0.586	15000	G
   Commonwealth Ave	From: State St; Tennessee State Line															
	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	F
	To: SR 113 Cumberland Ave															
   Commonwealth Ave	From: City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
	To: SR 133 Par; Sycamore St															
	From: City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
 Commonwealth Ave	To: US 11 Euclid Ave															
	From: City of Bristol	0.63	22000	G	96%	1%	1%	0%	3%	0%	F	0.092	F	0.533	23000	G
	To: Keys St; I-381															
  Gate City Hwy	From: Scott County Line															
	Washington County	2.65	1200	G	93%	1%	2%	0%	3%	0%	F	0.096	F	0.544	1300	G
	To: 95-700															
  Gate City Hwy	From: Washington County	3.59	5200	G	93%	1%	2%	0%	3%	0%	F	0.094	F	0.642	5300	G
	To: WCL Bristol															
	From: City of Bristol (Maint: 95)	0.50	5300	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.675	5900	G
	To: US 58; I-81															
	From: City of Bristol (Maint: 95)	0.21	9400	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.567	10000	G
	To: Island Rd															
	From: City of Bristol	0.80	9700	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.584	11000	G
	To: W US 11															
	From: City of Bristol	0.75	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	15000	G
  Euclid Ave	To: Vance St															
	From: City of Bristol	0.19	16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.505	18000	G
	To: Bob Morrison Blvd															
  Euclid Ave	From: City of Bristol	0.18	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	21000	G
	To: E RT 11															
	From: City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
   Commonwealth Ave	To: SR 133 Par Sycamore St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axe	3+Axe	1Trail	2Trail						
421 381 19 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
421 381 19 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	F
421 11 19 Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G
421 11 19 Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G
421 State St	City of Bristol (Maint: 95)	0.28	9600	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.576	11000	G

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(F20)	0.40	NA				From: 95-1712					NA		NA		
						To: Dead End									
(F21)	0.66	NA				From: 95-1707					NA		NA		
						To: Dead End									
(F22)	1.14	NA				From: Dead End					NA		NA		
						To: 95-808									
(F23)	0.30	NA				From: Dead End					NA		NA		
						To: 95-611									
(F24)	1.29	NA				From: Dead End					NA		NA		
						To: 95-647									
(F25)	0.41	NA				From: Dead End					NA		NA		
						To: 95-794									
(F27)	0.28	NA				From: Dead End					NA		NA		
						To: 95-793									
(F28)	0.13	NA				From: Dead End					NA		NA		
						To: 95-793									
(F29)	0.63	NA				From: Dead End					NA		NA		
						To: US 11									
(F30)	1.00	NA				From: Dead End					NA		NA		
						To: US 11 RAMP TO I-81									
(F31)	0.78	NA				From: Dead End					NA		NA		
						To: 95-737									
(F32)	0.08	NA				From: 95-767					NA		NA		
						To: Dead End									
(F33)	1.98	NA				From: US 11; 95-751 RAMP TO I-81 N					NA		NA		
						To: 95-1312									
(F34)	1.57	NA				From: Dead End					NA		NA		
						To: US 11 Lee Highway; 95-751									
<b>City of Bristol</b>															
(F35)	0.60	NA				From: Dead End					NA		NA		
						To: Dead End									
<b>Washington County</b>															
(F274)	0.87	NA				From: Dead End					NA		NA		
						To: 95-879									
(F310)	0.18	NA				From: FR-21					NA		NA		
						To: US 11									
(F346)	0.17	NA				From: Dead End					NA		NA		
						To: 95-704									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(F958)	0.12	NA				From: Dead End					NA		NA			
(600)	0.45	220	R			To: SR 75					NA		NA		04/22/2004	
(600)	1.00	290	R			From: 95-726					NA		NA		04/22/2004	
(601)	0.15	10	R			From: US 58					NA		NA		04/22/2004	
(601)	2.30	50	R			To: 95-756					NA		NA		04/22/2004	
(601)						From: US 58 NORTH										
(602)	1.20	80	R			From: US 58					NA		NA		04/22/2004	
(602)	0.70	90	R			To: Smyth County Line					NA		NA		04/22/2004	
(602)	0.30	310	R			From: Smyth County Line					NA		NA		04/22/2004	
(602)						To: 95-603 EAST										
(602)	0.26	40	R			From: 95-603 WEST					NA		NA		04/22/2004	
(602)						To: Dead End										
(603)	0.56	550	G	99%	0%	0%	0%	1%	0%	C	0.113	F	0.54	570	G	2005
(603)	0.35	610	G	99%	0%	0%	0%	1%	0%	F	0.114	F	0.556	630	G	2005
(603)	0.25	590	G	99%	0%	0%	0%	1%	0%	F	0.092	F	0.532	610	G	2005
(604)	1.00	100	R			From: Smyth County Line					NA		NA		04/28/2004	
(604)	1.20	250	R			To: 95-730					NA		NA		04/28/2004	
(604)						From: Jefferson Forest Bndy										
(604)	0.80	380	R			To: 95-605 SOUTH					NA		NA		04/28/2004	
(604)	1.30	240	G	98%	1%	1%	0%	0%	0%	C	0.135	F	0.594	250	G	2005
(605)	1.37	980	R			From: 95-605 North										
(605)	3.05	430	R			To: 95-762										
(605)	3.75	480	R			From: SR 91					NA		NA		1998	
(605)	1.90	170	R			To: 95-724					NA		NA		1998	
(605)						From: 95-731 WEST										
(605)						To: 95-871										
(606)	0.58	0	R			From: Smyth County Line					NA		NA		04/28/2004	
(607)	0.17	120	R			To: Dead End										
(607)						From: 95-762										
(607)						To: 95-736 EAST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(607)	1.00	170	R			From: 95-736 EAST					NA			NA		1998
						To: Smyth County Line										
(608)	1.69	230	R			From: 95-762					NA			NA		04/28/2004
						To: 95-736; 95-761										
(608)	3.30	310	R			From: 95-736; 95-761					NA			NA		04/28/2004
						To: Smyth County Line										
(609)	1.18	2100	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.555	2100	G	2005
						From: ECL Abingdon										
(609)	0.61	2300	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.531	2300	G	2005
						To: 95-879										
(609)	1.02	1500	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.586	1600	G	2005
						To: 95-704										
(609)	0.11	1700	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.699	1700	G	2005
						To: 95-694 West										
(609)	1.10	1200	A	99%	0%	0%	0%	0%	0%	C	0.120	A	0.544	1300	A	2005
						To: 95-694 East										
(609)	0.36	1300	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.521	1400	G	2005
						From: SR 80 West										
(609)	1.48	880	F	99%	0%	0%	0%	0%	0%	F	0.110	F	0.51	910	F	2005
						To: SR 80 East										
(609)	0.07	2700	G	99%	0%	0%	0%	0%	0%	F	0.121	F	0.583	2800	G	2005
						To: 95-737 West										
(609)	0.55	2100	G	99%	0%	0%	0%	0%	0%	F	NA			2200	G	2005
						To: 95-651										
(609)	2.53	1800	G	98%	1%	0%	0%	0%	0%	C	0.11	F	0.657	1900	G	2005
						To: WCL Glade Spring										
<b>Town of Glade Spring</b>																
(609)	0.42	1800	N	98%	1%	0%	0%	0%	0%	N	0.11	N	0.657	1900	N	2005
						From: WCL Glade Spring										
(609)	0.06	3300	G	98%	1%	0%	0%	0%	0%	F	0.100	F	0.527	3400	G	2005
						To: SR 91 BUS; Gap Terminus										
(609)	0.16	940	R			From: 95-1309; Gap Terminus								NA		05/05/2004
						To: SR 91 Underpass										
(609)	0.62	660	F	98%	1%	0%	0%	0%	0%	F	0.095	F	0.512	680	F	2005
						To: ECL Glade Spring										
<b>Washington County</b>																
(609)	0.41	660	N	98%	1%	0%	0%	0%	0%	N	0.095	N	0.512	680	N	2005
						From: ECL Glade Spring										
(609)	0.65	620	R			To: 95-751								NA		04/27/2004
						From: 95-751										
(609)	1.29	450	R			To: 95-753								NA		04/27/2004
						From: 95-753										
(610)	0.10	90	R			To: Smyth County Line								NA		1998
						From: Smyth County Line										
(611)	0.40	60	R			To: Dead End								NA		1998
						From: Dead End										
						To: 95-645										
						From: 95-645										
						To: Dead End										
						From: Dead End										
						To: 95-647 EAST										
						From: 95-647 EAST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(611)	0.48	1400	R			From:	95-647 WEST				NA			NA		1998
(611)	0.08	3300	R			From:	I-81 N Ramps				NA			NA		1998
(611)	0.06	4900	R			From:	I-81 S Ramps				NA			NA		1998
(611)	1.70	920	R			From:	US 11				NA			NA		1998
(611)						To:	95-645 SOUTH									
(611)						From:	95-645 NORTH									
(611)	0.90	350	R								NA			NA		1998
(611)	1.70	250	R			From:	95-681				NA			NA		1998
(611)	1.60	320	R			From:	95-633				NA			NA		1998
(611)	3.69	130	R			From:	95-700				NA			NA		10/18/2001
(611)	0.08	100	R			From:	3.69 MN 95-700				NA			NA		1998
(611)						To:	US 19 SOUTH									
(611)						From:	US 19 NORTH									
(611)	5.51	530	R								NA			NA		05/19/2004
(611)						To:	95-692 SOUTH									
(611)						From:	95-692 NORTH									
(611)	4.74	240	R			From:	SR 80 SOUTH				NA			NA		05/19/2004
(611)						To:	SR 80 NORTH									
(611)	6.30	260	R			From:					NA			NA		1998
(611)						To:	95-747									
(611)	3.40	150	R			From:	Smyth County Line				NA			NA		10/22/2001
(612)	3.20	30	R			From:	95-802				NA			NA		10/25/2001
(612)						To:	Russell County Line									
(613)	3.93	470	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.714	490	G	2005
(613) Poor Valley Rd	0.57	700	G	99%	1%	0%	0%	0%	0%	C	0.1	F	0.514	720	G	2005
(613) Poor Valley Rd	2.47	1000	G	99%	1%	0%	0%	0%	0%	F	0.092	F	0.626	1100	G	2005
(614) AP Carter Hwy	1.37	280	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.583	290	G	2005
(614)	0.20	240	R			From:	95-802				NA			NA		1998
(614)	0.30	170	R			From:	95-615				NA			NA		10/15/2001
(614)	3.70	130	R			From:	95-873				NA			NA		1998
(614) Mendota Rd	1.26	410	G	97%	1%	1%	0%	1%	0%	C	0.095	F	0.524	430	G	2005
(614)	0.84	220	R			From:	95-622				NA			NA		1998
(614)						To:	95-856									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(614)	1.50	110	R								NA		NA		10/15/2001	
(614)	0.50	10	R								NA		NA		10/15/2001	
(614)	1.00	40	R								NA		NA		10/15/2001	
(614)	1.60	80	R								NA		NA		10/15/2001	
(614)	2.70	140	R								NA		NA		10/15/2001	
(614)	2.20	330	R								NA		NA		1998	
(614)	2.00	210	R								NA		NA		1998	
(614)	1.80	140	R								NA		NA		11/05/2001	
(615)	1.69	240	R								NA		NA		1998	
(616)	2.80	70	R								NA		NA		10/15/2001	
(616)	0.10	60	R								NA		NA		10/15/2001	
(616)	2.50	70	R								NA		NA		10/15/2001	
(616)	1.40	150	R								NA		NA		1998	
(616)	1.17	710	G	95%	1%	1%	1%	1%	0%	C	0.095	F	0.662	740	G	2005
(616)	1.80	70	R								NA		NA		10/15/2001	
(616)	1.50	160	R								NA		NA		1998	
(616)	2.90	100	R								NA		NA		1998	
(616)	1.00	130	R								NA		NA		1998	
(616)	1.80	70	R								NA		NA		10/15/2001	
(616)	1.40	46	R								NA		NA		10/18/2001	
(617)	0.60	60	R								NA		NA		10/15/2001	
(617)	1.10	120	R								NA		NA		10/15/2001	
(617)	3.50	280	R								NA		NA		1998	
(617)	2.40	330	R								NA		NA		1998	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(618) Grindstone Branch Rd	2.80	130	R								NA		NA		10/15/2001
			From:	US 58 Gate City Hwy											
			To:	95-617 Cove Creek Rd											
(619)	0.80	60	R								NA		NA		10/22/2001
			From:	95-613											
			To:	Dead End											
(620)	0.90	45	R								NA		NA		10/15/2001
			From:	95-614											
			To:	95-802											
(621)	0.30	370	G	97%	0%	2%	0%	1%	0%	C	0.094	F	0.514	380	G 2005
			From:	95-614											
			To:	95-802											
(622) Nordyke Rd	1.57	1100	G	97%	0%	0%	1%	2%	0%	C	0.086	F	0.654	1200	G 2005
			From:	95-640											
			To:	95-700											
(622) Nordyke Rd	2.57	800	G	97%	0%	0%	1%	2%	0%	F	0.091	F	0.669	830	G 2005
			From:	95-616 EAST											
			From:	95-616 WEST											
(622) Nordyke Rd	1.07	640	G	97%	0%	0%	1%	2%	0%	F	0.087	F	0.629	660	G 2005
			From:	95-614											
(623)	0.50	60	R								NA		NA		10/15/2001
			From:	95-614											
			To:	95-802											
(624)	0.70	20	R								NA		NA		10/15/2001
			From:	95-614											
			To:	Dead End											
(625)	1.20	130	R								NA		NA		10/15/2001
			From:	95-614											
			To:	95-616 WEST											
(625)	2.00	210	R								NA		NA		1998
			From:	95-616 EAST											
(625)	2.37	300	R								NA		NA		1998
			From:	95-700 WEST											
(625)	1.23	390	R								NA		NA		1998
			From:	95-700 EAST											
(625)	1.45	1200	R								NA		NA		1998
			From:	95-633 EAST											
(625)	2.06	1000	R								NA		NA		1998
			From:	95-633 EAST											
(626)	4.40	130	R								NA		NA		10/18/2001
			From:	95-700											
			To:	95-614											
(627)	2.00	90	R								NA		NA		11/08/2001
			From:	Dead End											
(627)	1.10	230	R								NA		NA		1998
			From:	95-628											
(627)	2.10	470	R								NA		NA		1998
			From:	95-700 WEST											
(627)	0.60	570	R								NA		NA		1998
			From:	95-700 EAST											
(627)	1.40	170	R								NA		NA		11/08/2001
			From:	95-656											
			To:	95-641 Camp Ground Rd											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(628)	4.00	10	R			From:	95-627							NA	10/15/2001	
						To:	95-616									
(629)	4.10	150	R			From:	95-617							NA	1998	
						To:	95-616 WEST									
(629)	0.05	0	R			From:	95-616 EAST							NA	10/15/2001	
						To:	Dead End									
(630)	0.20	470	R			From:	Tennessee State Line							NA	1998	
						To:	95-633 WEST									
(630)	1.20	290	R			From:	95-633 EAST							NA	10/15/2001	
						To:	95-855									
(630)	1.70	290	R			From:								NA	1998	
						To:	US 58									
(630)	2.30	230	R			From:								NA	1998	
						To:	95-617 SOUTH									
(630)	1.00	60	R			From:								NA	10/15/2001	
						To:	95-617 NORTH									
(630)	0.61	150	R			From:								NA	10/15/2001	
						To:	95-616									
(631)	1.20	190	R			From:								NA	10/15/2001	
						To:	95-630									
(631)						From:										
(632)	2.30	150	R			From:	US 58							NA	10/15/2001	
						To:	95-630									
(633) Reedy Creek Rd	1.50	570	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.593	580	G	2005
						To:	95-635									
(633)	1.96	1300	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.570	1400	G	2005
						To:	US 58 WEST									
(633)	2.56	890	G	98%	0%	1%	0%	1%	0%	C	0.107	F	0.631	930	G	2005
						To:	US 58 EAST									
(633)	2.26	730	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.528	760	G	2005
						To:	95-641 Camp Ground Rd									
(633)	1.73	1800	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.594	1900	G	2005
						To:	95-640									
(633)	1.05	210	R			From:	95-659 EAST							NA	1998	
						To:	95-625 WEST									
(633)	1.23	210	R			From:	95-625 EAST							NA	1998	
						To:	95-661									
(633)	0.78	770	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.807	800	G	2005
						To:	95-614 WEST									
(633)	2.23	710	G	98%	0%	1%	0%	1%	0%	F	0.113	F	0.701	730	G	2005
						To:	95-611									
(633)	1.95	790	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.568	820	G	2005
						To:	US 19 NORTH									
(633)	0.48	530	R			From:								NA	1998	
						To:	US 19 SOUTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(634)	1.60	70	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-700										
(635)	0.60	130	R			From: 95-636					NA		NA		1998	
						To: 95-633										
(636)	1.90	210	R			From: Tennessee State Line					NA		NA		1998	
						To: 95-637										
(637)	0.94	380	R			From: WCL Bristol					NA		NA		1998	
						To: 95-636										
(637)	0.50	120	R			From: 95-636					NA		NA		1998	
						To: 95-633										
(638)	0.24	40	R			From: US 58					NA		NA		06/11/2004	
						To: US 58										
(639)	0.99	310	R			From: NCL Bristol					NA		NA		1998	
						To: Dead End										
(640)	0.60	2200	N	99%	0%	0%	0%	0%	0%	N	0.095	N	0.654	2200	N	2005
						From: 95-641										
(640)	0.35	2200	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.654	2200	G	2005
						To: 95-1120										
(640)	1.36	2200	N	99%	0%	0%	0%	0%	0%	N	0.095	N	0.654	2200	N	2005
						From: 0.35 M N 95-1120										
(640)	1.33	2000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.648	2100	G	2005
						To: 95-656 SOUTH										
(640)	1.25	2400	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.616	2500	G	2005
						To: 95-633										
(640) Benhams Rd	0.78	810	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.578	840	G	2005
						To: 95-700										
(641) Camp Ground Rd	0.02	1200	G	99%	0%	0%	0%	0%	0%	F	NA			1300	G	2005
						From: NCL Bristol										
(641)	2.59	500	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.644	520	G	2005
						To: 95-640										
(641)	0.97	330	R			From: 95-633										
						To: NA										
(641)	0.92	280	R			From: 95-827										
						To: NA										
(642)	0.63	160	R			From: 95-858										
						To: NA										
(643)	0.19	50	R			From: SR 91										
						To: NA										
(644)	0.50	360	R			From: Dead End										
						To: NA										
(645)	1.25	1600	G	98%	1%	1%	1%	0%	0%	F	0.088	F	0.547	1600	G	2005
						To: 95-657										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(645) Wallace Pike	0.68	2200	G	98%	1%	1%	1%	0%	0%	F	0.082	F	0.549	2200	G	2005
(645)	0.13	1900	G	98%	1%	1%	1%	0%	0%	F	0.117	F	0.62	2100	G	2005
(645) Clear Creek Rd	0.31	4300	G	98%	1%	1%	1%	0%	0%	C	0.091	F	0.504	4800	G	2005
(645)	0.76	3400	G	98%	1%	1%	1%	0%	0%	F	0.098	F	0.522	3700	G	2005
(645) Wyndalle Rd	0.71	2900	G	98%	1%	1%	1%	0%	0%	F	0.091	F	0.589	3000	G	2005
(645) Wallace Pike	1.02	1900	G	98%	1%	1%	1%	0%	0%	F	0.092	F	0.538	2000	G	2005
(645)	2.54	1600	R											NA	NA	1998
(645)	1.65	1300	R											NA	NA	1998
(645)	1.67	1500	R											NA	NA	1998
(646)	0.36	40	R											NA	NA	06/09/2004
(647)	1.77	4700	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.632	5100	G	2005
(647)	1.91	3300	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.554	3600	G	2005
(647)	2.94	2700	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.613	2800	G	2005
(647)	1.72	2400	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.616	2500	G	2005
(647)	1.36	2300	G	98%	0%	0%	1%	0%	0%	F	0.09	F	0.512	2400	G	2005
(647)	0.24	3900	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.625	4000	G	2005
(647)	0.28	5200	G	98%	0%	0%	1%	0%	0%	C	0.094	F	0.593	5300	G	2005
(647)	0.03	5800	G	98%	0%	0%	1%	0%	0%	F	0.089	F	0.580	6000	G	2005
(647)	0.15	13000	F	98%	0%	0%	1%	0%	0%	F	0.092	F	0.518	14000	F	2005
(648)	0.80	1900	R											NA	NA	1998
(648)	0.70	1200	R											NA	NA	1998
(649)	0.40	3200	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.638	3500	G	2005
(649)	0.70	650	R											NA	NA	1998

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
(649)	0.10	650	R			From: 95-1450					NA		NA		1998		
						To: 95-648											
(650)	0.30	3500	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.618	3800	G	2005	
						From: 95-649					NA		NA		1998		
						To: 95-654											
(651)	0.20	46	R			From: 95-609					NA		NA		05/05/2004		
						To: 95-737											
(652)	0.20	50	R			From: 95-609					NA		NA		04/27/2004		
						To: 95-753											
(653)	0.20	50	R			From: 95-663					NA		NA		06/18/2004		
						To: Dead End											
(654)	1.70	490	R			From: 95-647					NA		NA		1998		
						To: 95-666											
(655)	2.10	560	R			From: 95-640					NA		NA		1998		
						To: 95-645											
(656)	0.43	700	R			From: 95-627					NA		NA		1998		
						To: Urban Boundary											
(656)	0.07	700	R			From: 95-640 NORTH					NA		NA		1998		
						To: 95-640 SOUTH											
(656)	2.10	870	R			From: 95-657					NA		NA		1998		
						To: 95-645 Wallace Pike											
(657)	0.45	1500	R			From: 95-1021					NA		NA		1998		
						To: 95-659 SOUTH											
(657)	1.80	1200	R			From: 95-659 NORTH					NA		NA		1998		
						To: 95-625 NORTH											
(657)	0.80	890	R			From: 95-625 SOUTH					NA		NA		1998		
						To: 95-661											
(658)	0.41	440	R			From: SR 75					NA		NA		06/18/2004		
						To: 95-670											
(659)	Clear Creek Rd	1.07	5000	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.525	5500	G	2005
						From: 95-645 SOUTH											
(659)	Parigin Rd	2.19	1100	G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.552	1200	G	2005
						From: 95-633 EAST											
(659)	Old Bufflo Pond Rd	2.06	130	G	97%	1%	1%	1%	0%	0%	F	0.116	F	0.533	130	G	2005
						From: 95-660											
(659)		0.70	80	R							NA		NA		1998		
						To: 95-700											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(660)	0.40	60	R			From: Dead End					NA		NA		11/05/2001	
						To: 95-659										
(661)	0.40	1000	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.714	1100	G	2005
						From: 95-645										
(661)	0.80	750	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.726	780	G	2005
						To: 95-657										
						From: 95-633										
(662)	0.77	270	R			From: 95-645 WEST					NA		NA		1998	
						To: 95-804										
(662)	0.55	160	R			From: 95-645 EAST					NA		NA		1998	
						To: 95-647										
(663)	4.40	530	R			From: 95-665 WEST					NA		NA		06/18/2004	
						To: 95-665 EAST										
(663)	0.48	410	R			From: SR 75 WEST					NA		NA		06/18/2004	
						To: SR 75 EAST										
(663)	0.78	350	R			From: 95-664 WEST					NA		NA		06/18/2004	
						To: 95-664 EAST										
(663)	0.29	280	R			From: Dead End					NA		NA		06/18/2004	
						To: Dead End										
(664)	0.92	60	R			From: Dead End					NA		NA		06/18/2004	
						To: 95-663 WEST										
(664)	1.46	660	R			From: 95-669					NA		NA		06/18/2004	
						To: 95-670 WEST										
(664)	1.57	510	R			From: 95-670 EAST					NA		NA		06/18/2004	
						To: 95-672; Gap Terminus										
(664)	1.07	420	R			From: Dead End; Gap Terminus					NA		NA		06/18/2004	
						To: 95-674										
(665)	0.30	540	R			From: 95-666 WEST					NA		NA		06/18/2004	
						To: 95-666 EAST										
(665)	3.12	770	R			From: 95-671					NA		NA		06/18/2004	
						To: 95-670										
(666)	0.90	810	R			From: 95-647					NA		NA		06/18/2004	
						To: 95-654										
(666)	0.75	610	R			From: 95-647					NA		NA		1998	
						To: 95-791										
(666)	1.17	690	R			From: 95-791					NA		NA		1998	
						To: 95-665 EAST										
(666)	0.90	1200	R			From: 95-665 WEST					NA		NA		1998	
						To: Tennessee State Line										
(666)	0.02	740	R			From: Tennessee State Line					NA		NA		06/18/2004	

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(667)	0.30	20	R			From: Dead End					NA		NA		06/09/2004
						To: 95-724									
(668)	0.19	140	R			From: 95-647					NA		NA		1998
						To: Dead End									
(669)	0.52	520	R			From: 95-664					NA		NA		1998
						To: SR 75									
(670)	0.72	2800	R			From: SCL Abingdon					NA		NA		06/18/2004
						To: 95-794									
(670)	4.56	1600	R			From: 95-908 NORTH					NA		NA		06/18/2004
						To: From: 95-908 NORTH									
(670)	0.39	710	R			From: SR 75 NORTH; Gap Terminus					NA		NA		06/18/2004
						To: From: 95-665; Gap Terminus									
(670)	0.03	1600	R			From: SR 75 MID					NA		NA		06/18/2004
						To: From: SR 75 SOUTH									
(670)	0.43	2100	R			From: 95-658					NA		NA		06/18/2004
						To: From: 95-658									
(670)	2.88	2000	R			From: 95-674					NA		NA		06/18/2004
						To: From: 95-674									
(670)	0.60	470	R			From: 95-673					NA		NA		1998
						To: From: 95-673									
(671)	1.40	170	R			From: 95-665					NA		NA		06/18/2004
						To: From: Dead End									
(672)	2.51	1300	R			From: 95-664					NA		NA		06/18/2004
						To: From: SR 75									
(673)	1.10	430	R			From: Tennessee State Line					NA		NA		06/16/2004
						To: From: 95-670									
(673)	1.70	210	R			From: 95-759					NA		NA		06/16/2004
						To: From: 95-759									
(674)	1.20	720	R			From: 95-670					NA		NA		06/16/2004
						To: From: 95-759									
(674)	0.50	570	R			From: Tennessee St Line; Gap Terminus					NA		NA		06/16/2004
						To: From: 95-710									
(674)	3.00	620	R			From: 95-710					NA		NA		06/16/2004
						To: From: 95-677									
(675)	0.70	NA				From: 95-677					NA		NA		
						To: From: 95-829									
(675)	1.79	970	R			From: 95-829					NA		NA		06/18/2004
						To: From: 95-1028									
(675)	1.10	680	R			From: Dead End					NA		NA		06/18/2004
						To: From: Dead End									
(676)	1.91	70	R			From: 95-670					NA		NA		06/18/2004
						To: From: 1.91 ME 95-670									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(676)	0.09	130	R			From: 1.91 ME 95-670					NA		NA		06/18/2004	
(676)	0.48	340	R			To: 95-672					NA		NA		06/18/2004	
(676)	0.70	250	R			From: 95-906					NA		NA		06/18/2004	
(677)	0.21	1100	G	98%	1%	1%	0%	0%	0%	F	0.125	F	0.66	1100	G	2005
(677)	2.80	1600	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.572	1700	G	2005
(677)	1.20	2200	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.587	2300	G	2005
(677)	2.10	1700	R			From: 95-902										
(677)						To: 95-1810										
(678)	0.80	1100	R			From: US 58										
(678)						To: 95-670										
(679)	0.16	30	R			From: 95-663										
(679)						To: Dead End										
(680)	2.11	360	R			From: NCL Bristol										
(680)						To: 95-641 Camp Ground Rd										
(681)	0.60	380	R			From: 95-611										
(681)						To: Dead End										
(681)	1.58	1400	R			From: 95-683										
(681)						To: WCL Abingdon										
(683)	0.55	180	R			From: Dead End										
(683)						To: 95-681										
(684)	1.80	140	R			From: 95-766										
(684)						To: 95-891										
(684)	1.10	280	R			From: 95-700 MID										
(684)						To: 95-700 EAST										
(684)	3.80	70	R			From: Dead End										
(684)						To: 95-898										
(684)	1.00	130	R			From: 95-700 WEST										
(685)	0.06	70	R			From: NCL Bristol										
(685)						To: Dead End										
(686)	0.43	5	R			From: Dead End										
(686)						To: 95-745 SOUTH										
(686)	1.50	80	R			From: 95-745 NORTH										
(686)						To: 95-746										
(687)	0.51	260	R			From: 95-611										
(687)						To: 0.51 MN 95-611										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(687)	0.11	270	R			From:	0.51 MN 95-611					NA		NA	10/18/2001	
(687)	0.30	280	R			From:	0.62 MN 95-611					NA		NA	10/18/2001	
(687)						To:	95-689									
(688)	0.45	70	R			From:	95-689					NA		NA	10/18/2001	
(688)						To:	Dead End									
(689) Poor Valley Rd	3.10	800	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.793	830	G	2005
(689) Poor Valley Rd	0.50	580	G	95%	1%	3%	1%	1%	0%	C	0.107	F	0.567	600	G	2005
(689) Poor Valley Rd	6.90	190	G	97%	1%	2%	1%	0%	0%	C	0.158	F	0.559	200	G	2005
(689) Poor Valley Rd						To:	SR 80									
(690)	2.00	440	R			From:	US 19							NA	1998	
(690)						To:	Dead End									
(691)	1.00	80	R			From:	SR 80							NA	10/18/2001	
(691)						To:	Dead End									
(692)	0.46	1700	G	98%	0%	0%	1%	0%	0%	C	0.093	F	0.650	1700	G	2005
(692)	0.41	1200	G	98%	0%	0%	1%	0%	0%	F	0.086	F	0.571	1200	G	2005
(692)	2.56	860	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.659	890	G	2005
(692)						To:	95-700									
(692)	1.28	530	R			From:	95-700 EAST							NA	05/19/2004	
(692)						To:	1.28 MN 95-700									
(692)	0.73	420	R			From:								NA	05/19/2004	
(692)						To:	95-765									
(692)	0.34	220	R			From:								NA	05/19/2004	
(692)						To:	95-611									
(693)	2.42	240	R			From:	95-699							NA	05/25/2004	
(693)						To:	95-700									
(694)	2.10	460	R			From:	95-706							NA	06/11/2004	
(694)	1.20	560	R			From:	US 11							NA	06/11/2004	
(694)						To:	95-609 WEST									
(694)	0.18	820	R			From:	95-609 EAST							NA	05/25/2004	
(694)	1.62	770	R			From:	95-811							NA	05/25/2004	
(694)						To:	95-740 SOUTH									
(694)	1.00	240	R			From:								NA	05/25/2004	
(694)						To:	95-779									
(695)	0.60	230	R			From:	95-692							NA	1998	
(695)	1.70	140	R			From:	95-697							NA	1998	
(695)						To:	95-696									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(695)	1.30	90	R			From: 95-696					NA		NA		1998	
(695)	0.70	8	R			From: 95-700 EAST	95-700 WEST				NA		NA		05/19/2004	
(696)	1.55	130	R			To: Dead End								NA	05/25/2004	
(697)	1.84	420	R			From: 95-695					NA		NA		05/19/2004	
(698)	0.12	60	R			To: NCL Abingdon								NA	06/18/2004	
(699)	2.94	2400	R			From: NCL Abingdon					NA		NA		05/25/2004	
(699)	0.90	570	R			To: 95-693								NA	05/25/2004	
(700)	0.04	1200	G	98%	0%	0%	1%	0%	0%	F	0.090	F	0.543	1200	G	2005
(700) Rich Valley Rd	1.36	620	G	98%	0%	0%	1%	0%	0%	C	0.097	F	0.565	650	G	2005
(700) Rich Valley Rd	1.50	470	G	98%	0%	0%	1%	0%	0%	F	0.083	F	0.512	480	G	2005
(700) Rich Valley Rd	1.29	420	G	98%	0%	0%	1%	0%	0%	F	0.096	F	0.517	430	G	2005
(700) Benhams Rd	0.95	640	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.599	670	G	2005
(700)	1.70	410	R			From: 95-640								NA	1998	
(700)	1.75	450	R			To: 95-622								NA	1998	
(700)	3.75	420	R			From: 95-659								NA	1998	
(700)	3.40	1400	R			To: 95-614 WEST								NA	1998	
(700)	0.07	770	R			From: US 19								NA	05/19/2004	
(700)	1.00	700	R			To: 95-775 WEST	95-775 EAST								05/19/2004	
(700)	3.31	570	R			From: 95-684 WEST								NA	05/19/2004	
(700)	3.10	440	R			To: 95-692 EAST								NA	05/19/2004	
(700)	1.80	340	R			From: 95-741 WEST								NA	05/19/2004	
(700)	6.41	350	R			To: SR 80								NA	05/19/2004	
(701)	0.23	1300	R			From: Tennessee State Line								NA	06/18/2004	
						To: SR 75										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(702)	0.15	840	R			From: NCL Abingdon					NA		NA		05/25/2004	
						To: 95-699										
(703)	1.40	780	R			From: 95-740					NA		NA		05/25/2004	
						To: 95-743										
(703)	1.30	360	R			From: SR 80 NORTH					NA		NA		05/25/2004	
						To: SR 80 SOUTH										
(703)	2.74	230	R			From: 95-700					NA		NA		05/25/2004	
						To: US 11										
(704)	0.72	2300	G	84%	1%	1%	2%	11%	0%	F	0.111	F	0.558	2300	G	2005
						To: 0.72 MN US 11										
(704)	0.03	1900	G	84%	1%	1%	2%	11%	0%	F	0.111	N	0.558	2100	G	2005
						To: 95-879										
(704)	0.35	4400	G	84%	1%	1%	2%	11%	0%	C	0.092	F	0.622	4500	G	2005
						To: 95-609										
(705)	1.23	260	R			From: 95-706					NA		NA		06/11/2004	
						To: 95-904										
(705)	0.70	580	R			From: 95-677					NA		NA		06/11/2004	
						To: US 58										
(706)	0.30	830	R			From: 95-1227					NA		NA		06/11/2004	
						To: 95-694										
(706)	2.18	490	R			From: 95-803					NA		NA		06/11/2004	
						To: Dead End										
(707)	1.30	40	R			From: 95-706					NA		NA		06/11/2004	
						To: SR 91										
(708)	2.80	1900	R			From: US 58 MID					NA		NA		06/09/2004	
						To: US 58 SOUTH										
(708)	1.37	110	R			From: 95-722					NA		NA		06/16/2004	
						To: US 58 NORTH										
(708)	1.05	760	R			From: 95-722					NA		NA		06/16/2004	
						To: US 58 NORTH										
(709)	0.90	340	R			From: 95-722					NA		NA		06/09/2004	
						To: 95-803										
(710)	2.70	270	R			From: Tennessee State Line					NA		NA		1998	
						To: 95-674										
(710)	1.52	750	R			From: 95-722					NA		NA		06/16/2004	
						To: 95-708										
(710)	1.40	340	R			From: 95-710					NA		NA		06/16/2004	
						To: 95-712										
(711)	1.50	190	G	98%	2%	0%	0%	0%	0%	F	0.143	F	0.564	200	G	2005
						To: 95-712										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(711)	1.31	250	G	98%	2%	0%	0%	0%	0%	C	0.119	F	0.667	260	G	2005
(711)	0.03	40	R										NA			06/16/2004
(711)	0.46	240	R										NA			06/16/2004
(712)	1.20	80	R										NA			06/09/2004
(712)	0.50	140	R										NA			06/09/2004
(712)	1.43	360	R										NA			11/01/2001
(712)	1.10	240	R										NA			06/09/2004
(713)	0.70	20	R										NA			06/16/2004
(714)	1.50	190	R										NA			04/28/2004
(714)	1.15	220	R										NA			04/28/2004
(714)	1.60	420	R										NA			04/28/2004
(714)	0.40	570	R										NA			04/28/2004
(714)	1.80	1200	R										NA			04/28/2004
(714)	0.08	30	R										NA			04/28/2004
(715)	1.49	260	R										NA			06/16/2004
(715)	0.43	70	R										NA			1998
(716)	0.79	680	G	98%	1%	1%	0%	0%	0%	F	0.133	F	0.614	710	G	2005
<b>Town of Damascus</b>																
(716)	0.26	680	N	98%	1%	1%	0%	0%	0%	N	0.133	N	0.614	710	N	2005
(716)	0.48	970	G	98%	1%	1%	0%	0%	0%	C	0.110	F	0.631	1000	G	2005
(716)	0.14	1300	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.607	1400	G	2005
(716)	0.09	1700	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.603	1700	G	2005
(716)	0.07	460	R										NA			1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(717)	0.80	20	R			From: Dead End					NA		NA		06/18/2004
						To: 95-663									
(718)	0.12	90	R			From: 95-858					NA		NA		1998
						To: US 58									
(718)	0.97	870	R			From: 95-788					NA		NA		1998
						To: 95-788									
(719)	2.11	250	R			From: 95-708					NA		NA		06/09/2004
						To: 95-788									
(720)	2.40	370	R			From: 95-722					NA		NA		06/09/2004
						To: 95-721									
(721)	0.70	400	R			From: SR 91					NA		NA		06/09/2004
						To: 95-722 EAST									
(721)	1.30	300	R			From: 95-722 WEST					NA		NA		06/09/2004
						To: 95-720									
(721)	0.72	20	R			From: Dead End					NA		NA		06/09/2004
						To: 95-720									
(722)	1.80	820	R			From: 95-710					NA		NA		06/16/2004
						To: US 58 NORTH									
(722)	0.90	890	R			From: US 58 SOUTH					NA		NA		06/09/2004
						To: 95-720									
(722)	2.50	520	R			From: 95-709					NA		NA		06/09/2004
						To: SR 91 WEST									
(722)	0.79	160	R			From: SR 91 E; 95-736					NA		NA		06/09/2004
						To: 0.05 MW SR 91 EAST									
(722)	0.05	100	R			From: 95-709					NA		NA		06/09/2004
						To: SR 91 E; 95-736									
(722)	0.36	90	R			From: 0.05 MW SR 91 EAST					NA		NA		06/09/2004
						To: 95-774									
(722)	0.30	60	R			From: Dead End					NA		NA		06/09/2004
						To: Dead End									
(723)	0.81	20	R			From: SR 91					NA		NA		06/09/2004
						To: Dead End									
(724)	1.70	160	R			From: 95-605					NA		NA		06/09/2004
						To: 95-789									
(724)	1.75	210	R			From: SR 91					NA		NA		06/09/2004
						To: Tennessee State Line									
(725)	1.60	410	R			From: 95-726					NA		NA		04/22/2004
						To: Dead End									
(725)	0.60	180	R			From: 95-725					NA		NA		04/22/2004
						To: Dead End									
(726)	0.50	250	R			From: 95-727					NA		NA		04/22/2004
						To: 95-727									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(726)	0.40	310	R			From:	95-727				NA		NA	NA	04/22/2004
(726)	1.62	170	R			From:	0.40 ME 95-727				NA		NA	NA	04/22/2004
(726)	1.48	230	R			From:	2.02 ME 95-727				NA		NA	NA	04/22/2004
(726)	0.35	260	R			From:	95-859 WEST				NA		NA	NA	04/22/2004
(726)	0.35	260	R			To:	95-859 EAST				NA		NA	NA	04/22/2004
(726)	0.90	100	R			From:	95-600				NA		NA	NA	04/22/2004
(726)	0.90	100	R			To:	US 58				NA		NA	NA	04/22/2004
(727)	0.60	120	R			From:	Tennessee State Line				NA		NA	NA	04/22/2004
(727)	0.60	120	R			To:	95-726				NA		NA	NA	04/22/2004
(728)	0.95	50	R			From:	Dead End				NA		NA	NA	04/22/2004
(728)	0.95	50	R			To:	US 58				NA		NA	NA	04/22/2004
(729)	0.67	120	R			From:	US 58				NA		NA	NA	04/22/2004
(729)	0.67	120	R			To:	95-602				NA		NA	NA	04/22/2004
(730)	0.90	110	R			From:	Dead End				NA		NA	NA	04/28/2004
(730)	0.90	110	R			To:	95-604				NA		NA	NA	04/28/2004
(731)	2.80	760	R			From:	SR 91				NA		NA	NA	04/28/2004
(731)	1.33	150	R			From:	95-605 WEST				NA		NA	NA	04/28/2004
(731)	1.33	150	R			To:	95-605 EAST				NA		NA	NA	04/28/2004
(732)	0.90	220	R			From:	95-733				NA		NA	NA	04/28/2004
(732)	0.90	220	R			To:	95-605				NA		NA	NA	04/28/2004
(733)	2.25	80	R			From:	95-714				NA		NA	NA	04/28/2004
(733)	2.25	80	R			To:	95-605				NA		NA	NA	04/28/2004
(734)	1.90	130	R			From:	95-803				NA		NA	NA	06/09/2004
(734)	1.90	130	R			To:	SR 91				NA		NA	NA	06/09/2004
(735)	2.30	490	R			From:	US 11				NA		NA	NA	06/11/2004
(735)	2.30	490	R			To:	95-803 WEST				NA		NA	NA	06/11/2004
(735)	2.70	360	R			From:	95-803 EAST				NA		NA	NA	06/09/2004
(735)	2.70	360	R			To:	95-736				NA		NA	NA	06/09/2004
(736)	0.20	120	R			From:	95-762				NA		NA	NA	04/28/2004
(736)	0.20	120	R			To:	95-607 EAST				NA		NA	NA	04/28/2004
(736)	2.30	180	R			From:	95-607 WEST				NA		NA	NA	04/28/2004
(736)	1.80	270	R			To:	95-608 EAST				NA		NA	NA	04/28/2004
(736)	1.80	270	R			From:	95-608 WEST				NA		NA	NA	04/28/2004
(736)	2.30	120	R			To:	95-714 SOUTH				NA		NA	NA	04/28/2004
(736)	2.30	120	R			From:	95-714 NORTH				NA		NA	NA	04/28/2004
(736)	2.30	120	R			To:	SR 91 SOUTH				NA		NA	NA	04/28/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(736)	1.20	580	R								NA		NA		06/09/2004	
(736)	2.30	320	R								NA		NA		06/09/2004	
(736)	0.10	70	R								NA		NA		1998	
(736)	0.38	90	R								NA		NA		11/13/2001	
(737)	0.58	1500	G	98%	1%	0%	0%	0%	0%	C	0.095	F	0.533	1600	G	2005
(737)	0.57	3400	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.594	3500	G	2005
(737)	0.67	1100	R								NA		NA		05/05/2004	
(737)	0.48	360	R								NA		NA		05/05/2004	
(737)	0.25	30	R								NA		NA		05/05/2004	
(738)	0.10	190	R								NA		NA		1998	
(738)	0.20	260	R								NA		NA		1998	
(738)	0.56	130	R								NA		NA		1998	
(739)	0.90	80	R								NA		NA		05/05/2004	
(740) Old Saltworks Rd	1.24	1900	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.693	1900	G	2005
(740) Old Saltworks Rd	1.64	1300	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.676	1400	G	2005
(740) Old Saltworks Rd	0.43	1500	G	99%	1%	1%	0%	0%	0%	C	0.088	F	0.697	1600	G	2005
(740) Old Saltworks Rd	1.60	980	G	99%	1%	1%	0%	0%	0%	F	0.096	F	0.691	1000	G	2005
(740)	1.01	460	R								NA		NA		05/05/2004	
(740)	1.67	130	R								NA		NA		05/05/2004	
(741)	1.40	120	R								NA		NA		05/25/2004	
(741)	1.80	250	R								NA		NA		05/19/2004	
(741)	0.67	0	R								NA		NA		05/19/2004	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(742)	0.20	100	R								NA		NA		05/25/2004	
(742)	0.60	45	R								NA		NA		05/25/2004	
(743)	1.20	46	R								NA		NA		05/25/2004	
(744)	0.60	360	R								NA		NA		05/05/2004	
(744)	1.30	680	R								NA		NA		05/05/2004	
(745) Old Saltworks Rd	3.24	560	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.713	580	G	2005
(745) Old Saltworks Rd	1.65	510	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.68	530	G	2005
(745) Old Saltworks Rd	0.95	640	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.549	660	G	2005
(745) Old Saltworks Rd	0.70	1000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.502	1000	G	2005
(745) Old Saltworks Rd	1.00	1100	G	98%	0%	1%	1%	1%	0%	C	0.094	F	0.5	1100	G	2005
(746)	2.00	120	R								NA		NA		1998	
(746)	0.08	30	R								NA		NA		10/22/2001	
(747)	0.80	270	R								NA		NA		1998	
(747)	2.00	110	R								NA		NA		10/22/2001	
(748)	1.40	410	R								NA		NA		1998	
(748)	2.30	270	R								NA		NA		04/27/2004	
<b>Town of Glade Spring</b>																
(750) Old Mill Rd	0.08	2100	G	97%	1%	0%	1%	0%	0%	F	0.107	F	0.654	2200	G	2005
(750)	0.38	1500	G	97%	1%	0%	1%	0%	0%	F	0.104	F	0.558	1500	G	2005
(750)	1.44	1200	G	97%	1%	0%	1%	0%	0%	C	0.098	F	0.599	1300	G	2005
(750) Old Mill Rd	1.00	970	G	97%	1%	0%	1%	0%	0%	F	0.099	F	0.628	1000	G	2005
(750) Old Mill Rd	2.20	340	G	97%	1%	0%	1%	0%	0%	F	0.124	F	0.640	350	G	2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(751)	0.72	70	R			From: Dead End					NA		NA		04/27/2004
(751)	1.40	520	G	99%	0%	0%	1%	0%	0%	C	0.104	F	0.566	540	G
(751)	1.00	580	R			To: 95-609					NA		NA		04/27/2004
(751)	1.60	290	R			From: SR 91 SOUTH					NA		NA		04/27/2004
(751)	1.71	350	R			To: SR 91 NORTH					NA		NA		04/27/2004
<b>Town of Glade Spring</b>															
(751)	0.49	410	R			From: WCL Glade Spring					NA		NA		04/27/2004
(752)	0.63	460	R			To: 95-750 SOUTH					NA		NA		05/05/2004
<b>Washington County</b>															
(753)	1.50	40	R			From: 95-751					NA		NA		04/27/2004
(753)	0.30	310	R			To: 95-652					NA		NA		04/27/2004
(754)	1.40	350	R			From: US 11 WEST					NA		NA		1998
(755)	0.68	110	R			To: US 11 EAST					NA		NA		04/22/2004
(756)	0.10	40	R			From: US 58					NA		NA		04/22/2004
(757)	1.20	1400	R			To: 95-603					NA		NA		1998
(758)	0.40	10	R			From: US 58					NA		NA		06/09/2004
(759)	0.15	70	R			To: 95-601					NA		NA		
(759)	0.15	170	R			From: Dead End					NA		NA		
(759)	0.15	240	R			To: US 58					NA		NA		
<b>Town of Glade Spring</b>															
(760)	0.10	120	R			From: 95-750 SOUTH					NA		NA		05/05/2004
(760)	0.10	60	R			To: 0.10 MN 95-750					NA		NA		05/05/2004
						From: 95-750 NORTH					NA		NA		

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(761)	0.20	50	R			From: 95-608; 95-736					NA		NA		04/28/2004	
						To: Dead End										
(762)	2.52	680	G	98%	0%	1%	0%	0%	0%	C	0.112	F	0.697	700	G	2005
						From: SR 91										
(762)	3.63	550	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.532	570	G	2005
						From: 95-608										
						To: Smyth County Line										
(763)	0.30	60	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-640										
(764)	0.30	100	R			From: 95-869					NA		NA		1998	
						To: Dead End										
(765)	1.00	40	R			From: Dead End					NA		NA		05/19/2004	
						To: 95-692										
(766)	1.08	130	R			From: US 19					NA		NA		1998	
						To: US 19; 95-848										
(767)	1.00	560	R			From: US 11					NA		NA		05/05/2004	
						To: 95-609										
(768)	0.60	20	R			From: Dead End					NA		NA		05/19/2004	
						To: 95-700										
(769)	0.30	80	R			From: US 58					NA		NA		1998	
						To: US 58										
(770)	0.11	0	R			From: Dead End					NA		NA		10/15/2001	
						To: 95-630										
(771)	0.15	46	R			From: Dead End					NA		NA		06/11/2004	
						To: US 58										
(772)	0.22	8	R			From: SR 80					NA		NA		1998	
						To: SR 80										
(773)	0.21	140	R			From: SR 91					NA		NA		06/09/2004	
						To: Dead End										
(774)	0.45	90	R			From: Dead End					NA		NA		06/09/2004	
						To: SR 91										
(774)	1.30	90	R			From: SR 91					NA		NA		06/09/2004	
						To: 95-722										
(775)	0.17	160	R			From: US 19					NA		NA		05/19/2004	
						To: 95-700 NORTH										
(775)	0.03	720	R			From: 95-700 NORTH					NA		NA		05/19/2004	
						To: 95-700 SOUTH										
(775)	0.10	10	R			From: 95-700 SOUTH					NA		NA		05/19/2004	
						To: Dead End										
(776)	0.22	100	R			From: SR 91					NA		NA		06/09/2004	
						To: Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(777)	0.40	70	R			From: Dead End					NA		NA		04/22/2004
						To: 95-600									
(778)	0.24	10	R			From: SR 91 SOUTH					NA		NA		06/09/2004
						To: SR 91 NORTH									
(779)	0.70	190	R			From: 95-693					NA		NA		05/25/2004
						To: 95-694									
(779)	0.10	160	R			From: 95-780					NA		NA		05/25/2004
						To: 0.10 ME 95-780									
(779)	0.10	130	R			From: 95-741					NA		NA		05/25/2004
						To: 0.10 ME 95-780									
(779)	0.60	110	R			From: 95-693					NA		NA		05/25/2004
						To: 95-741									
(780)	0.40	70	R			From: Dead End					NA		NA		05/25/2004
						To: 95-779									
(781)	1.50	210	R			From: NCL Bristol					NA		NA		1998
						To: 95-655									
(782)	0.60	80	R			From: Dead End					NA		NA		1998
						To: US 58									
(783)	1.50	50	R			From: 95-710					NA		NA		06/16/2004
						To: 95-708									
(784)	0.60	80	R			From: Dead End					NA		NA		11/05/2001
						To: 95-700									
(784)	1.20	60	R			From: Dead End; 1.20 MN					NA		NA		11/05/2001
						To: Dead End									
(785)	0.60	110	R			From: Dead End					NA		NA		11/05/2001
						To: 95-659									
(786)	0.40	190	R			From: Dead End					NA		NA		06/09/2004
						To: 95-735									
(787)	1.04	140	R			From: Dead End					NA		NA		06/11/2004
						To: 1.04 ME Dead End									
(787)	0.16	150	R			From: US 58					NA		NA		06/11/2004
						To: US 58									
(788)	1.29	110	R			From: 95-718 SOUTH					NA		NA		11/01/2001
						To: 1.29 MN 95-718									
(788)	0.07	90	R			From: 95-719					NA		NA		11/01/2001
						To: 95-719									
(788)	0.19	270	R			From: 95-718 NORTH					NA		NA		1998
						To: 95-718 NORTH									
(788)	0.70	600	R			From: SR 91					NA		NA		1998
						To: SR 91									
(789)	0.15	20	R			From: Dead End					NA		NA		10/29/2001
						To: 95-724									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(790)	0.35	180	R			From: Dead End					NA		NA		1998	
						To: 95-745										
(791)	0.40	230	R			From: 95-666					NA		NA		1998	
						To: Dead End										
(792)	0.45	40	R			From: Dead End					NA		NA		05/19/2004	
						To: 95-700										
(793)	1.05	250	R			From: Dead End					NA		NA		1998	
						To: SCL Abingdon										
(794)	0.91	1900	R			From: SCL Abingdon					NA		NA		06/18/2004	
						To: 95-670										
(795)	0.38	90	R			From: 95-745					NA		NA		1998	
						To: 95-745										
(796)	0.25	70	R			From: Dead End					NA		NA		10/15/2001	
						To: 95-802										
(797)	0.50	260	R			From: SR 80					NA		NA		11/13/2001	
						To: Dead End										
(798)	3.64	160	R			From: 95-616					NA		NA		10/15/2001	
						To: 95-622										
(799)	1.50	70	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-627										
(800)	0.19	100	R			From: Dead End					NA		NA		11/13/2001	
						To: SR 80										
(801)	0.80	80	R			From: Dead End					NA		NA		06/09/2004	
						To: 0.80 ME Dead End										
(801)	0.10	110	R			From: 95-605					NA		NA		10/29/2001	
(802)	0.23	320	G	98%	0%	0%	1%	1%	0%	F	0.103	F	0.547	330	G	2005
						To: US 19										
(802)	1.94	360	G	98%	0%	0%	1%	1%	0%	C	0.094	F	0.641	380	G	2005
						To: 95-876										
(802)	5.21	290	G	98%	0%	0%	1%	1%	0%	F	0.105	F	0.541	300	G	2005
						To: 95-831										
(802) Mendota Rd	3.12	170	G	98%	0%	0%	1%	1%	0%	F	0.107	F	0.619	180	G	2005
						To: 95-872										
(802) Mendota Rd	2.09	160	G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.629	170	G	2005
						To: 95-856										
(802) Mendota Rd	3.21	380	G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.511	400	G	2005
						To: 95-621										
(803)	4.20	1900	R			From: US 11; SR 80					NA		NA		10/25/2001	
						To: 95-709										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(803)	2.25	180	R			From: 95-709					NA		NA		10/25/2001
						To: SR 91									
(804)	1.80	130	R			From: 95-662					NA		NA		11/05/2001
						To: 95-645									
(805)	0.07	740	R			From: SR 80					NA		NA		1998
						To: 95-738									
(806)	0.55	90	R			From: 95-738					NA		NA		11/13/2001
						To: 95-738									
(807)	0.30	300	R			From: US 11					NA		NA		1998
						To: 95-1702									
(807)	0.12	60	R			From: Dead End					NA		NA		1998
						To: Dead End									
(808)	1.31	1300	R			From: 95-647					NA		NA		1998
						To: US 11									
(809)	0.60	60	R			From: 95-700					NA		NA		11/08/2001
						To: Dead End									
(810)	1.40	90	R			From: Dead End					NA		NA		06/16/2004
						To: 95-711									
(811)	0.60	100	R			From: 95-694					NA		NA		10/25/2001
						To: Dead End									
(812)	1.50	80	R			From: Dead End					NA		NA		10/15/2001
						To: 95-622									
(813)	0.60	120	R			From: 95-689					NA		NA		10/18/2001
						To: Dead End									
(814)	0.19	60	R			From: 95-795					NA		NA		10/22/2001
						To: Dead End									
(815)	0.70	70	R			From: 95-674					NA		NA		06/16/2004
						To: Dead End									
(816)	0.19	240	R			From: 95-609					NA		NA		11/13/2001
						To: Dead End									
(817)	0.15	10	R			From: 95-745					NA		NA		10/22/2001
						To: Dead End									
(818)	0.30	60	R			From: Dead End					NA		NA		06/18/2004
						To: SR 75									
(819)	0.50	40	R			From: 95-751					NA		NA		04/27/2004
						To: Dead End									
(820)	0.45	110	R			From: US 11					NA		NA		10/25/2001
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(821)	0.80	180	R			From: 95-613					NA		NA		10/22/2001	
						To: Dead End										
(822)	0.50	80	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-633										
(823)	0.39	90	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-647										
(824)	0.75	60	R			From: 95-700					NA		NA		05/19/2004	
						To: Dead End										
(825)	0.73	1600	R			From: 95-681					NA		NA		11/05/2001	
						To: US 19										
(826)	0.70	150	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-700										
(827)	0.54	60	R			From: Dead End					NA		NA		11/08/2001	
						To: 95-641 Camp Ground Rd										
(828)	0.52	70	R			From: Dead End					NA		NA		10/22/2001	
						To: 95-700										
(829)	1.00	100	R			From: 95-675					NA		NA		06/18/2004	
						To: Dead End										
(830)	0.63	40	R			From: SR 80					NA		NA		10/22/2001	
						To: Dead End										
(831)	0.40	10	R			From: Dead End					NA		NA		10/18/2001	
						To: 95-802										
<b>Town of Glade Spring</b>																
(832)	0.13	100	R			From: Dead End					NA		NA		11/13/2001	
						To: Bus SR 91										
<b>Washington County</b>																
(833)	0.09	420	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.634	430	G	2005
						To: US 58										
(834)	0.10	20	R			From: Dead End					NA		NA		10/22/2001	
						To: SR 91										
(835)	1.82	60	R			From: 95-674					NA		NA		06/16/2004	
						To: 95-664										
(836)	1.10	340	R			From: 95-699					NA		NA		05/25/2004	
						To: 95-694										
(837)	0.12	70	R			From: 95-645					NA		NA		11/05/2001	
						To: Cul-de-Sac										
(838)	0.08	40	R			From: 95-737					NA		NA		1993	
						To: 95-897 Gap Terminus										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(838)	0.08	20	R			From:	95-816 Gap Terminus				NA		NA	NA	1993
						To:	Dead End; Gap Terminus								
(838)	0.06	30	R			From:	95-866 Gap Terminus				NA		NA	NA	1993
						To:	Dead End								
(839)	0.08	170	R			From:	95-609				NA		NA	NA	11/13/2001
						To:	95-838								
(840)	0.06	90	R			From:	SR 91; 95-751				NA		NA	NA	04/27/2004
						To:	95-841								
(841)	0.13	50	R			From:	Dead End				NA		NA	NA	04/27/2004
						To:	95-840								
(842)	1.45	370	R			From:	95-609				NA		NA	NA	11/13/2001
						To:	End Loop								
(843)	0.20	510	R			From:	95-640				NA		NA	NA	11/08/2001
						To:	95-633								
(844)	0.16	NA				From:	Dead End				NA		NA	NA	
						To:	SR 91								
(845)	0.11	9	R			From:	US 58				NA		NA	NA	11/08/2001
						To:	Dead End								
(846)	0.43	80	R			From:	Dead End				NA		NA	NA	05/05/2004
						To:	95-609								
(847)	0.10	40	R			From:	SR 80				NA		NA	NA	11/13/2001
						To:	Dead End								
(848)	0.40	310	R			From:	US 19; 95-766				NA		NA	NA	11/05/2001
						To:	Dead End								
(849)	1.00	40	R			From:	95-878				NA		NA	NA	06/11/2004
						To:	Dead End								
(850)	0.25	46	R			From:	Dead End				NA		NA	NA	11/05/2001
						To:	95-633								
(851)	0.25	40	R			From:	95-605				NA		NA	NA	04/28/2004
						To:	Dead End								
(852)	0.22	70	R			From:	95-609				NA		NA	NA	11/13/2001
						To:	95-609								
(853)	0.38	70	R			From:	95-666				NA		NA	NA	11/08/2001
						To:	Dead End								
(854)	1.05	170	R			From:	Dead End				NA		NA	NA	11/08/2001
						To:	95-666								
(855)	0.40	70	R			From:	Scott County Line				NA		NA	NA	10/15/2001
						To:	95-630								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(856)	0.50	120	R			From: 95-614					NA		NA		10/15/2001
						To: 95-802									
(858)	1.02	180	R			From: US 58 WEST					NA		NA		11/01/2001
						To: US 58 EAST									
(859)	3.50	70	R			From: 95-726					NA		NA		04/22/2004
						To: US 58									
(862)	0.30	40	R			From: Dead End					NA		NA		04/22/2004
						To: 95-600									
(863)	0.55	70	R			From: 95-608					NA		NA		04/28/2004
						To: Dead End									
(865)	0.92	50	R			From: 95-737					NA		NA		05/05/2004
						To: 0.92 MN 95-737									
(865)	0.20	710	R			From: 95-609					NA		NA		10/22/2001
						To: Dead End									
(866)	0.08	200	R			From: 95-609					NA		NA		11/13/2001
						To: 95-838									
(866)	0.22	110	R			From: Dead End					NA		NA		11/13/2001
						To: Dead End									
(867)	0.03	20	R			From: Dead End					NA		NA		1998
						To: 95-868									
(867)	0.08	120	R			From: 95-647					NA		NA		1998
						To: Dead End									
(868)	0.11	120	R			From: Dead End					NA		NA		11/08/2001
						To: 95-867									
(869)	0.15	90	R			From: Dead End					NA		NA		11/08/2001
						To: US 11									
(869)	1.54	1200	R			From: 95-645					NA		NA		11/08/2001
						To: Dead End									
(870)	0.73	70	R			From: 95-737					NA		NA		05/05/2004
						To: Dead End									
(871)	1.88	20	R			From: 95-605					NA		NA		04/28/2004
						To: Dead End									
(872)	0.40	9	R			From: Dead End					NA		NA		10/25/2001
						To: 95-802									
(873)	0.60	7	R			From: Dead End					NA		NA		10/15/2001
						To: 95-614									
(874)	0.40	60	R			From: 95-611					NA		NA		10/22/2001
						To: Dead End									
(875)	0.33	60	R			From: Dead End					NA		NA		10/25/2001
						To: 95-762									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(876)	0.20	320	R			From: US 19					NA		NA		10/18/2001
						To: 95-802									
(878)	0.41	70	R			From: US 58 SOUTH					NA		NA		11/08/2001
						To: US 58 NORTH									
(879)	0.65	580	R			From: 95-704					NA		NA		11/08/2001
						To: 95-609									
(880)	0.30	220	R			From: 95-633					NA		NA		11/08/2001
						To: 95-640									
(881)	0.25	80	R			From: Dead End					NA		NA		11/08/2001
						To: 95-700									
(882)	0.01	480	R			From: 95-869					NA		NA		11/05/2001
						To: 95-645									
(883)	1.69	360	R			From: 95-611					NA		NA		11/05/2001
						To: WCL Abingdon									
(884)	0.95	110	R			From: Dead End					NA		NA		06/16/2004
						To: 95-674									
(885)	0.25	90	R			From: US 58					NA		NA		04/22/2004
						To: Dead End									
(886)	0.70	70	R			From: 95-753					NA		NA		04/27/2004
						To: Dead End									
(887)	0.20	130	R			From: Dead End					NA		NA		11/13/2001
						To: 95-609									
(888)	0.25	60	R			From: 95-603					NA		NA		04/22/2004
						To: Dead End									
(889)	0.15	30	R			From: 95-603					NA		NA		04/22/2004
						To: Dead End									
(890)	0.12	60	R			From: US 58					NA		NA		04/22/2004
						To: Dead End									
(891)	1.30	400	R			From: 95-633					NA		NA		11/05/2001
						To: 95-684									
(892)	0.50	60	R			From: 95-684					NA		NA		05/19/2004
						To: Dead End									
(894)	0.65	40	R			From: 95-751					NA		NA		04/27/2004
						To: Dead End									
(895)	0.25	90	R			From: US 11					NA		NA		11/08/2001
						To: Dead End									
(897)	0.18	130	R			From: 95-609					NA		NA		11/13/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(898)	0.40	46	R			From: 95-684					NA		NA		05/19/2004
						To: Dead End									
(899)	0.85	47	R			From: Dead End					NA		NA		04/22/2004
						To: 95-600									
(900)	0.30	50	R			From: Dead End					NA		NA		06/16/2004
						To: Tennessee State Line									
(901)	0.76	510	R			From: 95-803					NA		NA		10/25/2001
						To: Dead End									
(902)	0.40	1200	R			From: 95-677					NA		NA		11/08/2001
						To: SR 75									
(903)	0.14	20	R			From: SR 75					NA		NA		11/08/2001
						To: Dead End									
(904)	0.10	410	R			From: 95-705					NA		NA		06/11/2004
						To: Dead End									
(905)	0.26	240	R			From: US 58					NA		NA		1995
						To: End Loop									
(905)	0.08	60	R			From: Begin Loop					NA		NA		1986
						To: Dead End									
(906)	0.40	90	R			From: Dead End					NA		NA		06/18/2004
						To: 95-676									
(907)	0.55	70	R			From: Dead End					NA		NA		06/16/2004
						To: 95-711									
(908)	0.13	20	R			From: 95-670					NA		NA		11/01/2001
						To: 95-670									
(909)	0.45	80	R			From: 95-659					NA		NA		11/05/2001
						To: Dead End									
(910)	0.25	70	R			From: Dead End					NA		NA		11/05/2001
						To: 0.25 MN Dead End									
(910)	0.20	70	R			From: US 19					NA		NA		11/05/2001
						To: 95-665									
(911)	0.12	170	R			From: SR 75; 95-670					NA		NA		1993
						To: 95-665									
(920)	0.17	260	R			From: 95-901					NA		NA		10/25/2001
						To: US 11									
(923)	0.59	NA				From: Cul-de-Sac					NA		NA		
						To: 95-699									
(1010)	0.32	NA				From: Cul-de-Sac					NA		NA		
						To: FR-22									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1011)	0.25	NA				From: 95-1010					NA		NA		
						To: Cul-de-Sac									
(1012)	0.14	NA				From: Cul-de-Sac					NA		NA		
						To: 95-01010(B)/95-01011(U)/									
(1021)	0.28	140	R			From: 95-657					NA		NA		11/08/2001
						To: Dead End									
(1022)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: SR 75									
(1028)	0.45	NA				From: Cul-de-Sac					NA		NA		
						To: 95-675									
(1029)	0.05	NA				From: 95-1028					NA		NA		
						To: Cul-de-Sac									
(1030)	0.30	NA				From: Cul-de-Sac					NA		NA		
						To: 95-647									
(1101)	0.15	280	R			From: US 58					NA		NA		10/15/2001
						To: 95-1102									
(1102)	0.07	70	R			From: 95-1101					NA		NA		10/15/2001
						To: Dead End									
(1106)	0.11	510	R			From: 95-1106					NA		NA		1995
						To: 95-1111									
(1106)	0.04	130	R			From: 95-1102					NA		NA		1986
						To: 95-1107									
(1106)	0.23	170	R			From: End Loop					NA		NA		1986
						To: NCL Bristol									
(1107)	0.05	110	R			From: 95-1106					NA		NA		10/15/2001
						To: 95-1106									
(1108)	0.22	200	R			From: 95-633					NA		NA		10/15/2001
						To: 95-1109									
(1108)	0.44	140	R			From: End Loop					NA		NA		10/15/2001
						To: Cul-de-Sac									
(1109)	0.10	60	R			From: 95-1108					NA		NA		10/15/2001
						To: 95-1106									
(1111)	0.06	500	R			From: 95-1106					NA		NA		10/15/2001
						To: 95-1112									
(1111)	0.07	210	R			From: 95-1113					NA		NA		10/15/2001
						To: 95-1111									
(1112)	0.24	290	R			From: 95-1113					NA		NA		10/15/2001
						To: 95-1113									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1112)	0.18	160	R			From: 95-1113					NA		NA		10/15/2001
						To: Dead End									
(1113)	0.17	140	R			From: 95-1111					NA		NA		10/15/2001
						To: 95-1112									
(1116)	0.15	120	R			From: NCL Bristol					NA		NA		10/15/2001
						To: 95-1117									
(1117)	0.31	60	R			From: 95-1116					NA		NA		10/15/2001
						To: Cul-de-Sac									
(1119)	0.70	210	R			From: NCL Bristol					NA		NA		10/15/2001
						To: End Loop									
(1120)	0.36	45	R			From: 95-640					NA		NA		10/15/2001
						To: Dead End									
(1130)	0.21	180	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-633									
(1131)	0.06	60	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-1130									
(1132)	0.06	20	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-1130									
(1200)	0.32	160	R			From: Dead End					NA		NA		1995
						To: 95-757									
(1201)	0.20	80	R			From: Dead End					NA		NA		11/01/2001
						To: WCL Damascus									
<b>Town of Damascus</b>															
(1201)	0.09	200	R			From: WCL Damascus					NA		NA		11/01/2001
						To: US 58									
(1202)	0.20	1200	R			From: 95-1203					NA		NA		11/01/2001
						To: 95-1225									
(1202)	0.06	1200	R			From: 95-1225					NA		NA		11/01/2001
						To: 95-1224									
(1202)	0.02	780	R			From: 95-1224					NA		NA		11/01/2001
						To: US 58									
(1203)	0.09	680	R			From: 95-1202					NA		NA		11/01/2001
						To: 95-1204									
(1203)	0.06	820	R			From: 95-1204					NA		NA		11/01/2001
						To: 95-716									
(1204)	0.16	130	R			From: 95-1203					NA		NA		11/01/2001
						To: 95-1205									
(1205)	0.05	140	R			From: 95-1204					NA		NA		11/01/2001
						To: 95-716									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Damascus</b>															
(1206)	0.07	190	R			From:	95-716				NA		NA	NA	11/01/2001
(1206)	0.07	80	R			To:	95-1221				NA		NA	NA	11/01/2001
						To:	95-1207				NA		NA	NA	
(1207)	0.05	80	R			From:	95-1206				NA		NA	NA	11/01/2001
						To:	US 58				NA		NA	NA	
(1208)	0.14	130	R			From:	95-1209				NA		NA	NA	11/01/2001
						To:	US 58				NA		NA	NA	
(1208)	0.15	320	R			From:	95-1217				NA		NA	NA	11/01/2001
						To:	95-1208				NA		NA	NA	
(1209)	0.06	90	R			From:	95-716				NA		NA	NA	11/01/2001
						To:	US 58				NA		NA	NA	
(1209)	0.09	70	R			From:	Dead End				NA		NA	NA	11/01/2001
						To:	95-1208				NA		NA	NA	
(1210)	0.06	110	R			From:	95-716				NA		NA	NA	11/01/2001
						To:	Dead End				NA		NA	NA	
(1211)	0.06	80	R			From:	95-716				NA		NA	NA	11/01/2001
						To:	Dead End				NA		NA	NA	
(1212)	0.41	290	R			From:	US 58				NA		NA	NA	11/01/2001
						To:	SCL Damascus				NA		NA	NA	
<b>Washington County</b>															
(1212)	0.63	150	R			From:	SCL Damascus				NA		NA	NA	11/01/2001
						To:	SR 91				NA		NA	NA	
<b>Town of Damascus</b>															
(1213)	0.04	60	R			From:	US 58				NA		NA	NA	1993
						To:	95-1214				NA		NA	NA	
(1214)	0.08	48	R			From:	Dead End				NA		NA	NA	1993
						To:	95-1213				NA		NA	NA	
(1215)	0.06	70	R			From:	95-1208				NA		NA	NA	1993
						To:	US 58				NA		NA	NA	
(1215)	0.06	120	R			From:	Dead End				NA		NA	NA	1993
						To:	95-1208				NA		NA	NA	
(1216)	0.07	90	R			From:	SR 91				NA		NA	NA	1993
						To:	Dead End				NA		NA	NA	
(1216)	0.07	80	R			From:	95-1218				NA		NA	NA	1993
						To:	SR 91				NA		NA	NA	
(1217)	0.03	230	R			From:	95-1218				NA		NA	NA	1993
						To:	SR 91				NA		NA	NA	
(1217)	0.07	90	R			From:	95-1208				NA		NA	NA	1993
						To:	95-1218				NA		NA	NA	
(1218)	0.17	190	R			From:	95-1217				NA		NA	NA	1993
						To:	95-1219				NA		NA	NA	

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Damascus</b>															
(1219)	0.14	150	R			From: 95-1220					NA		NA	NA	1993
						To: 95-1218									
(1220)	0.20	80	R			From: SR 91					NA		NA	NA	1993
						To: 95-1219									
(1221)	0.06	190	R			From: 95-1206					NA		NA	NA	1993
						To: US 58									
(1221)	0.06	210	R			From: 95-1222					NA		NA	NA	1993
						To: Dead End									
(1222)	0.05	10	R			From: 95-1223					NA		NA	NA	1993
						To: 95-716									
(1222)	0.07	330	R			From: 95-1221					NA		NA	NA	1993
						To: Dead End									
(1223)	0.05	1200	R			From: 95-1226					NA		NA	NA	1993
						To: US 58									
(1223)	0.06	1600	R			From: 95-1222					NA		NA	NA	1993
						To: 95-1226									
(1224)	0.14	190	R			From: 95-1226					NA		NA	NA	1993
						To: 95-1202									
(1225)	0.17	160	R			From: 95-1226					NA		NA	NA	1993
						To: 95-1202									
(1226)	0.07	80	R			From: 95-1225					NA		NA	NA	1993
						To: 95-1224									
<b>Washington County</b>															
(1227)	0.51	140	R			From: 95-706					NA		NA	NA	1986
						To: End Loop									
(1230)	0.25	170	R			From: 95-711					NA		NA	NA	1993
						To: Dead End									
(1235)	0.39	140	R			From: 95-708					NA		NA	NA	1986
						To: End Loop									
(1240)	0.47	230	R			From: 95-842					NA		NA	NA	11/13/2001
						To: 95-1241									
(1240)	0.40	120	R			From: 95-1241					NA		NA	NA	11/13/2001
						To: Cul-de-Sac									
(1241)	0.42	60	R			From: 95-1240					NA		NA	NA	11/13/2001
						To: Cul-de-Sac									
<b>Town of Glade Spring</b>															
(1301)	0.07	200	R			From: Bus SR 91					NA		NA	NA	1993
						To: 95-1313									
(1301)	0.23	220	R			From: 95-1304					NA		NA	NA	1993
						To: 95-1304									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Glade Spring</b>															
(1302)	0.07	40	R			From: Bus SR 91					NA		NA		1993
						To: Dead End									
(1303)	0.32	270	R			From: SR 91					NA		NA		1993
						To: 95-1304									
(1303)	0.08	300	R			From: R					NA		NA		1993
						To: Bus SR 91									
(1304)	0.03	120	R			From: Dead End					NA		NA		1995
						To: 95-1301									
(1304)	0.10	150	R			From: R					NA		NA		1993
						To: 95-1303									
(1305)	0.17	170	R			From: SR 91					NA		NA		1993
						To: 95-1307									
(1305)	0.15	340	R			From: R					NA		NA		1993
						To: Bus SR 91									
(1306)	0.06	180	R			From: 95-1307					NA		NA		1993
						To: Bus SR 91									
(1306)	0.06	60	R			From: R					NA		NA		1993
						To: Dead End									
(1307)	0.22	130	R			From: 95-1306					NA		NA		1993
						To: 95-1311									
(1307)	0.08	200	R			From: R					NA		NA		1993
						To: 95-1305									
(1308)	0.06	120	R			From: 95-1310					NA		NA		1993
						To: 95-1311									
(1309)	0.08	1500	R			From: Bus SR 91					NA		NA		11/13/2001
						To: 95-609; 95-752									
(1309)	0.29	630	R			From: R					NA		NA		11/13/2001
						To: SR 91									
(1310)	0.07	360	R			From: SR 91					NA		NA		1993
						To: 95-1311									
(1310)	0.06	160	R			From: R					NA		NA		1993
						To: 95-1314									
(1310)	0.04	120	R			From: R					NA		NA		1993
						To: 95-1308									
(1311)	0.09	80	R			From: Dead End					NA		NA		1993
						To: 95-1310									
(1311)	0.18	190	R			From: R					NA		NA		1993
						To: 95-1308									
(1311)	0.03	200	R			From: R					NA		NA		1993
						To: 95-1307									
<b>Washington County</b>															
(1312)	0.69	1400	R			From: SR 91 SOUTH					NA		NA		11/13/2001
						To: FR-33									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1312)	0.38	570	R			From:	FR-33				NA		NA		11/13/2001
(1312)	0.25	690	R			From:	95-1318				NA		NA		11/13/2001
						To:	95-1317; SCL Glade Spring								
<b>Town of Glade Spring</b>															
(1312)	0.23	1400	R			From:	95-1317; SCL Glade Spring				NA		NA		11/13/2001
						To:	SR 91 NORTH								
(1313)	0.19	170	R			From:	SR 91				NA		NA		1993
						To:	95-1301								
(1314)	0.09	90	R			From:	Dead End				NA		NA		1993
						To:	95-1310								
<b>Washington County</b>															
(1315)	0.07	120	R			From:	SR 91				NA		NA		11/13/2001
						To:	95-1316 SOUTH								
(1315)	0.12	70	R			From:	95-1316 NORTH				NA		NA		11/13/2001
						To:	95-1315 SOUTH								
(1316)	0.23	120	R			From:	95-1315 NORTH				NA		NA		11/13/2001
						To:	SR 91; SCL Glade Spring								
<b>Town of Glade Spring</b>															
(1317)	0.14	60	R			From:	95-1312; SCL Glade Spring				NA		NA		11/13/2001
						To:	Dead End								
<b>Washington County</b>															
(1318)	0.15	30	R			From:	Dead End				NA		NA		11/13/2001
						To:	95-1312								
(1319)	0.23	20	R			From:	Cul-de-Sac				NA		NA		1995
						To:	95-1316								
(1320)	0.31	110	R			From:	SR 91 NORTH				NA		NA		1995
						To:	SR 91 SOUTH								
<b>Town of Glade Spring</b>															
(1321)	0.27	NA				From:	Cul-de-Sac				NA		NA		
						To:	C1SR 91								
(1323)	0.12	50	R			From:	Dead End				NA		NA		1995
						To:	95-1304								
<b>Washington County</b>															
(1325)	0.50	NA				From:	95-609				NA		NA		
						To:	95-609; 17-1093								
(1401)	0.17	120	R			From:	95-1402				NA		NA		11/08/2001
						To:	95-664								
(1402)	0.30	120	R			From:	Cul-de-Sac				NA		NA		11/08/2001
						To:	95-1401								

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1405)	0.37	70	R			From:	Begin Loop				NA		NA	NA	1995	
						To:	95-664									
(1422)	0.17	NA				From:	95-00647(B)/				NA		NA			
						To:	Cul-de-Sac									
(1423)	0.17	NA				From:	Cul-de-Sac				NA		NA			
						To:	95-1422									
(1424)	0.26	180	R			From:	95-647				NA		NA	NA	1998	
						To:	Dead End									
(1425)	0.26	200	R			From:	Dead End				NA		NA	NA	1998	
						To:	95-650									
(1442)	0.46	NA				From:	95-664				NA		NA			
						To:	Cul-de-Sac									
(1445)	0.18	130	R			From:	Cul-de-Sac				NA		NA	NA	11/08/2001	
						To:	95-670									
(1446)	0.31	80	R			From:	Begin Loop				NA		NA	NA	11/08/2001	
						To:	95-1445									
(1450)	0.07	980	R			From:	95-649				NA		NA	NA	1998	
						To:	95-1453									
(1450)	0.07	690	R			From:	95-1454				NA		NA	NA	1998	
						To:	95-1455									
(1450)	0.19	450	R			From:	95-1455				NA		NA	NA	1998	
						To:	95-1456									
(1450)	0.06	350	R			From:	95-1456				NA		NA	NA	1998	
						To:	95-1452									
(1451)	0.19	140	R			From:	95-1454				NA		NA	NA	1998	
						To:	95-1455									
(1452)	0.08	160	R			From:	95-1453				NA		NA	NA	1998	
						To:	95-1454									
(1452)	0.20	150	R			From:	95-1454				NA		NA	NA	1998	
						To:	95-1455									
(1452)	0.35	100	R			From:	95-1455				NA		NA	NA	1998	
						To:	95-1450									
(1452)	0.03	30	R			From:	95-1450				NA		NA	NA	1998	
						To:	Dead End									
(1453)	0.12	240	R			From:	95-1452				NA		NA	NA	1998	
						To:	95-1450									
(1454)	0.06	70	R			From:	95-1452				NA		NA	NA	1998	
						To:	95-1451									
(1454)	0.06	180	R			From:	95-1451				NA		NA	NA	1998	
						To:	95-1450									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1455)	0.06	48	R			From:	95-1452				NA		NA		1998
(1455)	0.06	90	R			From:	95-1451				NA		NA		1998
(1456)	0.18	190	R			To:	95-1450				NA		NA		1998
(1460)	0.21	120	R			From:	95-648				NA		NA		11/08/2001
(1461)	0.07	40	R			To:	95-1461				NA		NA		11/08/2001
(1461)						From:	95-1460				NA		NA		
(1462)	0.27	NA				To:	Cul-de-Sac				NA		NA		
(1463)	0.15	NA				From:	Cul-de-Sac				NA		NA		
(1464)	0.35	NA				To:	95-647				NA		NA		
(1465)	0.06	NA				From:	95-1464				NA		NA		
(1466)	0.30	NA				To:	95-1462				NA		NA		
(1490)	0.12	270	R			From:	95-1462				NA		NA		11/08/2001
(1490)	0.08	250	R			To:	95-1492				NA		NA		11/08/2001
(1490)						From:	Tennessee State Line				NA		NA		
(1491)	0.04	60	R			To:	Cul-de-Sac				NA		NA		11/08/2001
(1491)						To:	95-1490				NA		NA		
(1492)	0.05	70	R			From:	Cul-de-Sac				NA		NA		11/08/2001
(1492)						To:	95-1490				NA		NA		
(1500)	0.28	90	R			From:	Tennessee State Line				NA		NA		11/08/2001
(1500)						To:	SR 75				NA		NA		
(1501)	0.06	460	R			From:	Cul-de-Sac				NA		NA		11/05/2001
(1501)						To:	95-1502				NA		NA		
(1501)	0.27	310	R			From:	95-1503				NA		NA		11/05/2001
(1502)	0.28	420	R			To:	US 19				NA		NA		
(1502)						From:	95-1505				NA		NA		11/05/2001
(1502)	0.43	410	R			To:	95-1508				NA		NA		11/05/2001
(1502)	0.18	450	R			From:	95-1504				NA		NA		
(1502)						To:	95-1501				NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1502)	0.19	890	R			From:	95-1501				NA		NA		1986
						To:	US 19								
(1503)	0.54	410	R			From:	95-1505				NA		NA		11/05/2001
						To:	95-1504								
(1503)	0.05	460	R			From:	95-1504				NA		NA		11/05/2001
						To:	95-1501								
(1504)	0.16	230	R			From:	95-1502				NA		NA		11/05/2001
						To:	95-1503								
(1505)	0.18	230	R			From:	95-1502				NA		NA		11/05/2001
						To:	95-1503								
(1505)	0.07	80	R			From:	95-1503				NA		NA		11/05/2001
						To:	Dead End								
(1506)	0.11	30	R			From:	US 58 ALT; NCL Abingdon				NA		NA		11/05/2001
						To:	Dead End								
(1507)	0.08	NA				From:	95-670; 95-1514				NA		NA		
						To:	95-1509								
(1508)	0.06	710	R			From:	95-681				NA		NA		11/05/2001
						To:	95-1502								
(1509)	0.14	NA				From:	Cul-de-Sac				NA		NA		
						To:	95-1507								
(1509)	0.13	NA				From:	Cul-de-Sac				NA		NA		
						To:	95-1507								
(1510)	0.41	100	R			From:	Begin Loop				NA		NA		11/05/2001
						To:	End Loop								
(1510)	0.11	310	R			From:	95-692				NA		NA		11/05/2001
						To:	95-1502								
(1511)	0.19	390	R			From:	End Loop				NA		NA		11/05/2001
						To:	95-1513								
(1511)	0.86	420	R			From:	95-1513				NA		NA		11/05/2001
						To:	Begin Loop								
(1511)	0.16	810	R			From:	US 19				NA		NA		11/05/2001
						To:	95-670								
(1512)	0.25	NA				From:	95-670				NA		NA		
						To:	Cul-de-Sac								
(1513)	0.23	130	R			From:	Dead End				NA		NA		11/05/2001
						To:	95-1511								
(1514)	0.12	80	R			From:	Cul-de-Sac				NA		NA		1998
						To:	95-1515								
(1514)	0.07	240	R			From:	95-1515				NA		NA		1998
						To:	95-670								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1515)	0.12	140	R			From: 95-1514					NA		NA		1998
						To: Cul-de-Sac									
(1516)	0.12	NA				From: 95-1517					NA		NA		
						To: Cul-de-Sac									
(1517)	0.33	NA				From: 95-766					NA		NA		
						To: 95-1516									
(1517)	0.07	NA				From: 95-1516					NA		NA		
						To: Cul-de-Sac									
(1517)	0.68	NA				From: 95-1518					NA		NA		
						To: Cul-de-Sac									
(1518)	0.25	NA				From: 95-1517					NA		NA		
						To: Cul-de-Sac									
(1519)	0.28	120	R			From: 95-1521					NA		NA		11/05/2001
						To: 95-1520									
(1520)	0.19	140	R			From: 95-1543					NA		NA		11/05/2001
						To: 95-1525									
(1520)	0.07	490	R			From: 95-1525					NA		NA		11/05/2001
						To: 95-1523									
(1520)	0.07	510	R			From: 95-1523					NA		NA		11/05/2001
						To: 95-1519									
(1520)	0.09	750	R			From: 95-1519					NA		NA		11/05/2001
						To: 95-1522									
(1520)	0.18	830	R			From: 95-1522					NA		NA		11/05/2001
						To: 95-647									
(1521)	0.25	440	R			From: 95-678					NA		NA		11/05/2001
						To: 95-1543									
(1521)	0.07	450	R			From: 95-1543					NA		NA		11/05/2001
						To: 95-1542									
(1521)	0.07	560	R			From: 95-1542					NA		NA		11/05/2001
						To: 95-1525									
(1521)	0.07	810	R			From: 95-1525					NA		NA		11/05/2001
						To: 95-1523									
(1521)	0.08	1100	R			From: 95-1523					NA		NA		11/05/2001
						To: 95-1519									
(1521)	0.07	1200	R			From: 95-1519					NA		NA		11/05/2001
						To: 95-1522									
(1521)	0.07	1200	R			From: 95-1522					NA		NA		11/05/2001
						To: 95-647									
(1522)	0.27	220	R			From: 95-1521					NA		NA		11/05/2001
						To: 95-1520									
(1523)	0.43	220	R			From: Dead End					NA		NA		11/05/2001
						To: 95-1521									
(1523)	0.29	220	R			From: 95-1521					NA		NA		11/05/2001
						To: 95-1520									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1524)	0.14	80	R			From:	Dead End				NA		NA	NA	11/05/2001
						To:	95-647								
(1525)	0.58	210	R			From:	Begin Loop				NA		NA	NA	11/05/2001
						To:	End Loop								
(1525)	0.22	430	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1521								
(1525)	0.28	140	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1520								
(1525)	0.09	80	R			From:		NA			NA		NA	NA	11/05/2001
						To:	Dead End								
(1526)	0.48	130	R			From:	Begin Loop				NA		NA	NA	11/05/2001
						To:	End Loop								
(1526)	0.08	270	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-647								
(1527)	0.05	520	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-645								
(1527)	0.21	350	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1528								
(1527)	0.07	370	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1530								
(1528)	0.09	250	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1527								
(1528)	0.06	110	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1529								
(1529)	0.19	100	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1531								
(1530)	0.10	110	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1528								
(1530)	0.06	130	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1531								
(1531)	0.19	110	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1528								
(1531)	0.07	150	R			From:		NA			NA		NA	NA	11/05/2001
						To:	95-1530								
(1532)	0.17	NA				From:		NA			NA		NA	NA	
						To:	95-681								
(1533)	0.05	470	R			From:		NA			NA		NA	NA	11/05/2001
						To:	US 19								
(1533)	0.19	NA				From:		NA			NA		NA	NA	11/05/2001
						To:	95-766								
(1534)	From:	Cul-de-Sac						NA			NA		NA	NA	
(1534)	To:	Cul-de-Sac													
(1535)	From:	95-647						NA			NA		NA	NA	11/05/2001
(1535)	To:	95-1536													

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1536)	0.43	330	R			From:	95-1535				NA		NA		11/05/2001
(1536)	0.18	150	R			From:	95-1538				NA		NA		1995
						To:	Dead End								
(1538)	0.24	280	R			From:	95-1536				NA		NA		1995
						To:	Cul-de-Sac								
(1539)	0.29	45	R			From:	95-1538 SOUTH				NA		NA		1995
						To:	95-1538 NORTH								
(1540)	0.08	90	R			From:	95-1541				NA		NA		11/05/2001
						To:	95-678								
(1541)	0.14	90	R			From:	Cul-de-Sac				NA		NA		11/05/2001
						To:	95-1540								
(1542)	0.12	47	R			From:	95-1521				NA		NA		11/05/2001
						To:	Cul-de-Sac								
(1543)	0.30	60	R			From:	95-1521				NA		NA		11/05/2001
						To:	95-1520								
(1544)	0.45	110	R			From:	95-1546				NA		NA		11/05/2001
						To:	95-1545								
(1544)	0.18	260	R			From:	95-1545				NA		NA		11/05/2001
						To:	95-647								
(1545)	0.23	120	R			From:	95-1544				NA		NA		11/05/2001
						To:	Cul-de-Sac								
(1546)	0.22	90	R			From:	95-1544				NA		NA		11/05/2001
						To:	95-1544								
(1547)	0.16	120	R			From:	95-670				NA		NA		11/05/2001
						To:	Cul-de-Sac								
(1548)	0.10	80	R			From:	Cul-de-Sac				NA		NA		11/05/2001
						To:	95-1536								
(1549)	0.26	130	R			From:	Cul-de-Sac				NA		NA		11/05/2001
						To:	95-1536								
(1550)	0.18	90	R			From:	Cul-de-Sac				NA		NA		11/05/2001
						To:	95-647								
(1551)	0.50	60	R			From:	Cul-de-Sac				NA		NA		11/05/2001
						To:	95-678								
(1552)	0.04	40	R			From:	Cul-de-Sac				NA		NA		11/05/2001
						To:	95-1551								
(1555)	0.40	400	R			From:	US 19				NA		NA		11/05/2001
						To:	95-1556								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1556)	0.24	260	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1555									
(1557)	0.08	100	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1555									
(1559)	0.17	NA				From: 29-10070; 29-10071					NA		NA		
						To: Cul-de-Sac									
(1560)	0.44	70	R			From: 95-1502					NA		NA		11/05/2001
						To: 95-1505									
(1561)	0.04	60	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1560									
(1570)	0.30	NA				From: SR 75					NA		NA		
						To: Cul-de-Sac									
(1571)	0.09	NA				From: 95-1570					NA		NA		
						To: Cul-de-Sac									
(1575)	0.11	NA				From: 95-678					NA		NA		
						To: 95-1543									
(1576)	0.07	NA				From: Dead End					NA		NA		
						To: 95-1575									
(1577)	0.05	NA				From: 95-1576					NA		NA		
						To: Cul-de-Sac									
(1700)	0.12	120	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-869									
(1701)	0.11	460	R			From: 95-625					NA		NA		10/15/2001
						To: 95-1703									
(1701)	0.09	390	R			From: 95-1704					NA		NA		10/15/2001
						To: 95-1702									
(1702)	0.15	170	R			From: 95-1703					NA		NA		10/15/2001
						To: 95-1701									
(1702)	0.17	140	R			From: 95-807					NA		NA		10/15/2001
(1703)	0.13	120	R			From: 95-1702					NA		NA		10/15/2001
						To: 95-1704									
(1703)	0.10	110	R			From: 95-1701					NA		NA		10/15/2001
(1704)	0.06	190	R			From: 95-625					NA		NA		10/15/2001
						To: 95-1703									
(1704)	0.10	110	R			From: 95-1701					NA		NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1704)	0.15	120	R			From:	95-1701						NA	NA	10/15/2001
						To:	95-807								
(1705)	0.07	220	R			From:	95-1706						NA	NA	10/15/2001
						To:	95-1727								
(1705)	0.20	280	R			From:	US 11						NA	NA	10/15/2001
						To:									
(1706)	0.15	50	R			From:	Dead End						NA	NA	10/15/2001
						To:	95-1705								
(1706)	0.09	120	R			From:							NA	NA	10/15/2001
						To:	95-1721								
(1706)	0.03	30	R			From:	Dead End						NA	NA	10/15/2001
						To:									
(1707)	0.11	60	R			From:	Dead End						NA	NA	10/25/2001
						To:	95-1711								
(1707)	0.08	80	R			From:							NA	NA	10/15/2001
						To:	95-1708								
(1707)	0.02	180	R			From:							NA	NA	10/15/2001
						To:	95-1710								
(1707)	0.05	230	R			From:							NA	NA	10/15/2001
						To:	95-1708								
(1707)	0.03	210	R			From:	FR-21						NA	NA	10/15/2001
						To:									
(1708)	0.20	60	R			From:	95-1707						NA	NA	10/15/2001
						To:	95-1707								
(1709)	0.08	150	R			From:	95-1711						NA	NA	10/15/2001
						To:	95-1710								
(1709)	0.10	330	R			From:	FR-21						NA	NA	10/15/2001
						To:									
(1710)	0.11	60	R			From:	95-1709						NA	NA	10/15/2001
						To:	95-1707								
(1711)	0.12	90	R			From:	95-1709						NA	NA	10/15/2001
						To:	95-1707								
(1712)	0.40	2200	R			From:	US 11						NA	NA	1989
						To:	95-1720								
(1712)	0.10	1600	R			From:							NA	NA	1986
						To:	95-1713 NORTH								
(1712)	0.07	1200	R			From:							NA	NA	1986
						To:	95-1713 SOUTH								
(1712)	0.13	950	R			From:							NA	NA	1986
						To:	95-1733								
(1712)	0.09	870	R			From:							NA	NA	1986
						To:	95-1730 WEST								
(1712)	0.08	750	R			From:							NA	NA	1986
						To:	95-1730 EAST								

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1712)	0.07	730	R								NA		NA		1986	
(1712)	0.07	290	R								NA		NA		1986	
(1712)	0.04	190	R								NA		NA		1986	
(1712)	0.08	220	R								NA		NA		1986	
(1712)	0.08	270	R								NA		NA		1986	
(1712)																
(1713)	0.21	210	R								NA		NA		10/15/2001	
(1713)	0.28	120	R								NA		NA		10/15/2001	
(1713)	0.11	320	R								NA		NA		10/15/2001	
(1713)	0.08	560	R								NA		NA		10/15/2001	
(1713)																
(1714)	0.05	60	R								NA		NA		10/15/2001	
(1714)																
(1715)	0.13	1200	R								NA		NA		10/15/2001	
(1715)	0.07	860	R								NA		NA		10/15/2001	
(1715)																
(1716)	0.05	660	R								NA		NA		10/15/2001	
(1716)	0.10	250	R								NA		NA		10/15/2001	
(1716)																
(1717) Industrial Park Rd	0.48	5300	G	92%	0%	1%	2%	4%	0%	C	0.156	F	0.672	5800	G	2005
(1717) Industrial Park Rd	0.80	3000	G	92%	0%	1%	2%	4%	0%	F	0.126	F	0.615	3300	G	2005
(1717) Industrial Park Rd	1.07	2000	G	92%	0%	1%	2%	4%	0%	F	0.106	F	0.683	2200	G	2005
(1717) Industrial Park Rd	0.01	1500	G	92%	0%	1%	2%	4%	0%	F	0.121	F	0.670	1600	G	2005
(1717) Industrial Park Rd	0.25	1500	G	92%	0%	1%	2%	4%	0%	F	0.109	F	0.747	1600	G	2005
(1718)	0.62	1900	R								NA		NA		1993	
(1718)	0.22	850	R								NA		NA		1993	
(1719)	0.16	150	R								NA		NA		1993	
(1719)																

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1720)	0.17	170	R			From: 95-1712					NA		NA		10/15/2001
						To: Dead End									
(1721)	0.11	100	R			From: 95-1706					NA		NA		10/15/2001
						To: Dead End									
(1722)	0.17	120	R			From: 95-1715					NA		NA		10/15/2001
						To: 95-1716									
(1723)	0.25	460	R			From: US 11					NA		NA		10/15/2001
						To: Dead End									
(1724)	0.07	120	R			From: US 11					NA		NA		10/15/2001
						To: 95-1725									
(1724)	0.08	20	R			From: 95-1725					NA		NA		10/15/2001
						To: Dead End									
(1725)	0.05	40	R			From: Dead End					NA		NA		10/15/2001
						To: 95-1724									
(1725)	0.15	80	R			From: 95-1724					NA		NA		10/15/2001
						To: Dead End									
(1726)	0.07	200	R			From: 95-1725					NA		NA		10/15/2001
						To: US 11									
(1727)	0.10	80	R			From: Dead End					NA		NA		10/15/2001
						To: 95-1705									
(1727)	0.10	100	R			From: 95-1705					NA		NA		10/15/2001
						To: Dead End									
(1728)	0.04	2100	R			From: 95-1717 WEST					NA		NA		1993
						To: Dead End; Gap Terminus									
(1728)	0.41	1800	R			From: 0.41 MW 95-1717 E					NA		NA		1993
						To: 95-1717 EAST									
(1729)	0.20	310	R			From: Dead End					NA		NA		10/15/2001
						To: 95-1746									
(1729)	0.45	520	R			From: 95-1746					NA		NA		10/15/2001
						To: 95-1717									
(1730)	0.07	90	R			From: 95-1713					NA		NA		10/15/2001
						To: 95-1712 NORTH									
(1730)	0.28	70	R			From: 95-1712 NORTH					NA		NA		10/15/2001
						To: 95-1712 SOUTH									
(1730)	0.07	190	R			From: 95-1712 SOUTH					NA		NA		10/15/2001
						To: 95-1734									
(1730)	0.14	220	R			From: 95-1734					NA		NA		10/15/2001
						To: 95-1731									
(1731)	0.40	240	R			From: 95-1730					NA		NA		10/15/2001
						To: 95-1735									
(1732)	0.42	170	R			From: 95-1712 MID					NA		NA		10/15/2001
						To: 95-1712 EAST									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1732)	0.21	180	R								NA		NA	NA	10/15/2001
(1732)	0.38	260	R								NA		NA	NA	10/15/2001
(1733)	0.05	40	R								NA		NA	NA	10/15/2001
(1734)	0.05	50	R								NA		NA	NA	10/15/2001
(1735)	0.06	250	R								NA		NA	NA	10/15/2001
(1736)	0.07	60	R								NA		NA	NA	10/15/2001
(1736)	0.14	110	R								NA		NA	NA	10/15/2001
(1737)	0.06	30	R								NA		NA	NA	10/15/2001
(1738)	0.07	49	R								NA		NA	NA	10/15/2001
(1739)	0.07	130	R								NA		NA	NA	10/15/2001
(1740)	0.25	420	R								NA		NA	NA	10/15/2001
(1741)	0.08	100	R								NA		NA	NA	1995
(1741)	0.01	140	R								NA		NA	NA	10/02/2001
(1741)	0.34	70	R								NA		NA	NA	10/02/2001
(1741)	0.07	60	R								NA		NA	NA	10/02/2001
(1741)	0.08	270	R								NA		NA	NA	1995
(1741)	0.28	160	R								NA		NA	NA	10/02/2001
(1741)	0.15	260	R								NA		NA	NA	10/02/2001
(1742)	0.16	70	R								NA		NA	NA	10/02/2001
(1742)	0.06	50	R								NA		NA	NA	10/02/2001
(1743)	0.23	40	R								NA		NA	NA	10/02/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1744)	0.05	NA				From:	95-1732				NA		NA		
						To:	Cul-de-Sac								
(1745)	0.26	NA				From:	Cul-de-Sac				NA		NA		
						To:	95-1718								
(1745)	0.22	NA				From:					NA		NA		
						To:	Cul-de-Sac								
(1746)	0.12	110	R			From:	95-1729				NA		NA		10/15/2001
						To:	Cul-de-Sac								
(1747)	0.08	40	R			From:	Cul-de-Sac				NA		NA		10/02/2001
						To:	95-1741								
(1748)	0.21	90	R			From:	95-1741				NA		NA		10/02/2001
						To:	Cul-de-Sac								
(1750)	0.05	390	R			From:	US 58				NA		NA		1995
						To:	95-1751								
(1751)	0.05	110	R			From:	95-1752				NA		NA		1995
						To:									
(1751)	0.45	110	R			From:	95-1750				NA		NA		1995
						To:	Cul-de-Sac								
(1752)	0.10	50	R			From:	95-1751				NA		NA		1998
						To:	Cul-de-Sac								
(1753)	0.08	30	R			From:	95-1751				NA		NA		1998
						To:	Cul-de-Sac								
(1760)	0.67	320	R			From:	US 11				NA		NA		1995
						To:	End Loop								
(1761)	0.76	NA				From:	Dead End				NA		NA		
						To:	FR-20								
(1769)	0.06	NA				From:	Dead End				NA		NA		
						To:	95-1715								
(1770)	0.07	240	R			From:	95-645				NA		NA		1995
						To:	95-1771								
(1771)	0.56	80	R			From:	95-1770				NA		NA		1995
						To:	95-1770 End Loop								
(1772)	0.09	70	R			From:	95-1771				NA		NA		1995
						To:	Cul-de-Sac								
(1780)	0.37	210	R			From:	95-1782				NA		NA		1995
						To:	95-645								
(1781)	0.54	60	R			From:	Dead End				NA		NA		1995
						To:	95-1780								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1782)	0.77	240	R			From: 95-645					NA		NA		1995
						To: 95-1780									
(1801)	0.08	210	R			From: 95-1802					NA		NA		11/08/2001
						To: US 11									
(1802)	0.08	60	R			From: Dead End					NA		NA		11/18/2001
						To: 95-1801									
(1802)	0.11	80	R			From: Dead End					NA		NA		11/08/2001
						To: Begin Loop									
(1805)	0.38	200	R			From: End Loop					NA		NA		11/08/2001
						To: 95-677									
(1805)	0.10	240	R			From: 95-677					NA		NA		11/08/2001
						To: Dead End									
(1810)	0.06	50	R			From: 95-1815					NA		NA		11/08/2001
						To: 95-677									
(1810)	0.25	160	R			From: Cul-de-Sac					NA		NA		11/08/2001
						To: 95-677									
(1811)	0.28	90	R			From: Cul-de-Sac					NA		NA		11/08/2001
						To: 95-677									
(1812)	0.20	60	R			From: 95-1811					NA		NA		11/08/2001
						To: 95-1810									
(1815)	0.07	150	R			From: 95-1810					NA		NA		11/08/2001
						To: 95-1818									
(1815)	0.07	150	R			From: 95-1816 WEST					NA		NA		11/08/2001
						To: 150									
(1815)	0.06	150	R			From: 95-1819					NA		NA		11/08/2001
						To: 170									
(1815)	0.06	170	R			From: 95-1816 EAST					NA		NA		11/08/2001
						To: 200									
(1815)	0.10	200	R			From: 95-1817					NA		NA		11/08/2001
						To: 320									
(1815)	0.24	320	R			From: 95-1817					NA		NA		11/08/2001
						To: 95-677									
(1816)	0.09	60	R			From: 95-1817					NA		NA		11/08/2001
						To: 95-1815 WEST									
(1816)	0.20	80	R			From: 95-1815 WEST					NA		NA		11/08/2001
						To: 95-1815 EAST									
(1817)	0.07	100	R			From: 95-1818					NA		NA		11/08/2001
						To: 100									
(1817)	0.07	230	R			From: 95-1816					NA		NA		11/08/2001
						To: 230									
(1817)	0.11	240	R			From: 95-1819					NA		NA		11/08/2001
						To: 240									
(1817)						From: 95-1815					NA		NA		11/08/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Washington County</b>															
(1818)	0.11	80	R			From: 95-1815					NA		NA		11/08/2001
						To: 95-1817									
(1819)	0.10	100	R			From: 95-1817					NA		NA		11/08/2001
						To: 95-1815									
(9408)	0.15	370	R			From: Damascus Elem Sch					NA		NA		1993
						To: 95-757									
(9409)	0.10	380	R			From: SR 80					NA		NA		1993
						To: Meadowview Sch									
(9410)	0.15	250	R			From: 95-700					NA		NA		1993
						To: Greendale Elem Sch									
(9411)	0.15	420	R			From: 95-645					NA		NA		1993
						To: Wallace Elem Sch									
(9415)	0.14	510	R			From: 95-677					NA		NA		1993
						To: Watauga Elem Sch									
(9416)	0.30	300	R			From: Rhea Valley Sch					NA		NA		1993
						To: 95-708									
(9680)	0.20	270	R			From: N V Inst					NA		NA		1993
						To: US 58									
(9681)	0.10	70	R			From: Dead End					NA		NA		1986
						To: SR 80									
(9683)	0.10	100	R			From: 95-802					NA		NA		1986
						To: 95-802									
(9767)	0.10	350	R			From: John Battle High School					NA		NA		1993
						To: 0.10 ME School									
(9767)	0.10	980	R			From: 0.10 ME School					NA		NA		1993
						To: 0.20 ME School									
(9767)	0.40	980	R			From: US 11					NA		NA		1993
						To: US 11									
(9768)	0.13	420	R			From: 95-609					NA		NA		1993
						To: Patrick Henry HS									
(9863)	0.15	560	R			From: 95-648					NA		NA		1993
						To: High Point School									
(9864)	0.17	350	R			From: Abingdon Elem School					NA		NA		1993
						To: 95-681									
(9865)	0.13	320	R			From: Holston High School					NA		NA		1993
						To: SR 91									
<b>Town of Glade Spring</b>															
(9919)	0.25	600	R			From: Glade Spring School					NA		NA		1993
						To: 95-1312									

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(1) Benham Rd	0.03	4400	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.647	4800	G	2005
			From:	Island Rd						To:	NCL Bristol					
(2) Goodson St	0.36	3600	G	97%	0%	1%	1%	1%	0%	C	0.098	F	0.607	3900	G	2005
			From:	State St						To:	Mary St					
(5) Commonwealth Ave Ext	0.33	4100	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.572	4500	G	2005
			From:	Keys St						To:	Pittstown Rd					
(6) Glenway Ave	0.42	4000	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.566	4400	G	2005
			From:	Commonwealth Ave						To:	Piedmont Ave					
(8) Pittstown Rd	0.45	3800	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.619	4200	G	2005
			From:	Commonwealth Ave						To:	Island Rd					
(9) Randolph Ave	0.22	3600	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.562	4000	G	2005
			From:	Vance St						To:	Wagner Rd					
(9) Randolph Ave	0.51	4800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.552	5200	G	2005
			From:	Spurgeon Lane						To:						
(10) Rhode Island Rd	0.35	1300	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.517	1500	G	2005
			From:	Fairview St						To:	Texas Ave					
(11) Spurgeon Ln	0.12	4800	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.541	5300	G	2005
			From:	Randolph Ave						To:	Commonwealth Ave					
(12) Texas St	0.49	2000	G	97%	1%	1%	0%	1%	0%	C	0.114	F	0.529	2200	G	2005
			From:	Rhode Island Ave						To:	E Valley Dr					
(13) Vance St	0.13	2800	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.578	3100	G	2005
			From:	US 11 Euclid Ave						To:	Randolph Ave					
(3300) State St	0.55	16000	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.520	17000	G	2005
			From:	US 11 Euclid Ave						To:	Peters St					
(3300) State St	0.67	14000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.507	16000	G	2005
			From:	Commonwealth Ave						To:	SR 381 JB-TN					
(3300) State St	0.43	10000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.605	11000	G	2005
			From:	Edgemont Ave						To:						
(3301) Bob Morrison Blvd	0.45	3600	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.549	3900	G	2005
			From:	W State St						To:	US 11 W Euclid Ave					
(3305) Piedmont Ave	0.05	4000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.571	4400	G	2005
			From:	102-3300; State Street						To:	US 421 Gap Terminus					
(3305) Piedmont Ave	0.15	2300	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.656	2500	G	2005
			From:	Oakview Ave						To:	W Mary St					
(3305) Piedmont Ave	0.15	4400	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.516	4900	G	2005
			From:	Mary St						To:	Euclid Ave US 11					
(3307) Moore St	0.41	800	G	99%	0%	0%	0%	0%	0%	C	0.114	F		870	G	2005
			From:	State St						To:	Cumberland St					
(3307) Moore St	0.43	1600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.549	1700	G	2005
			From:	Mary St						To:	Oakview St					

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(3308) 102 Fairview St	0.27	3000	G	95%	0%	2%	2%	1%	0%	F	0.095	F	0.644	3300	G	2005
From: Mary St																
(3308) 102 Massachusetts Ave	0.37	1800	G	95%	0%	2%	2%	1%	0%	C	0.094	F	0.544	2000	G	2005
From: Rhode Island Ave																
(3308) 102 Massachusetts Ave	0.15	1800	N	95%	0%	2%	2%	1%	0%	N	0.094	N	0.544	2000	N	2005
From: Texas Ave																
(3308) 102 Kings Mill Pike	0.46	4000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.532	4400	G	2005
From: Hillside Ave																
To: E Valley Dr																
(3308) 102 Kings Mill Pike	1.12	6300	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.557	6900	G	2005
From: Valley Dr																
(3308) 102 Kings Mill Rd	0.36	7400	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.678	8100	G	2005
From: Old Airport Rd																
To: ECL Bristol																
From: Piedmont Ave																
(3312) 102 W Valley Dr	1.00	1500	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.536	1700	G	2005
From: US 11 Lee Hwy																
(3312) 102 E Valley Dr	0.56	6300	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.549	6900	G	2005
From: Old Abingdon Pike																
(3312) 102 E Vallet Dr	0.72	3800	G	98%	0%	1%	1%	0%	0%	C	0.092	F	0.566	4200	G	2005
From: Kingsmill Pike																
From: 102-1 Pittston Rd																
(3314) 102 Island Road	2.01	2800	G	98%	1%	1%	0%	1%	0%	F	0.1	F	0.583	3000	G	2005
From: 102-3319 Wallace Pike																
(3314) 102 Island Rd	0.31	3600	G	98%	1%	1%	0%	1%	0%	C	0.102	F	0.575	4000	G	2005
From: Wallace Pike																
To: US 11 Lee Hwy																
From: 102-3308 King Mill Rd																
(3318) 102 Old Airport Rd	0.96	8700	G	95%	0%	1%	1%	2%	1%	F	0.085	F	0.549	9500	G	2005
From: Bonham Rd																
(3318) 102 Old Airport Rd	0.98	9000	F	95%	0%	1%	1%	2%	1%	C	0.094	F	0.547	9800	F	2005
From: I-81																
(3318) 102 Old Airport Rd	0.20	16000	F	95%	0%	1%	1%	2%	1%	F	0.084	F	0.545	17000	F	2005
From: US 11																
From: Island Rd																
(3319) 102 Wallace Pike	0.33	1900	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.665	2100	G	2005
To: NCL Bristol																
From: Valley Dr																
(3320) 102 Old Abingdon Pike	1.27	3300	G	96%	0%	1%	1%	2%	0%	C	0.096	F	0.604	3700	G	2005
From: US 11 Lee Hwy																
(3321) 102 Clear Creek Rd	0.13	5000	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.544	5500	G	2005
From: NCL Bristol																
From: W State St																
(3323) 102 Peters St	0.28	2200	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.548	2400	G	2005
From: US 11 Euclid Ave																
From: 102-6 Glenway Ave																
(3325) 102 Piedmont Ave	0.16	1700	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.568	1900	G	2005
To: 102-3312 Valley Dr																
From: Piedmont Ave																
(3326) 102 W Mary St	0.45	3100	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.503	3400	G	2005
From: Randall St																
(3326) 102 W Mary St	0.23	4700	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.597	5100	G	2005
To: Fairview St																

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(3328) 102 Bonham Rd	0.32	7100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.54	7800	G	2005
(3328) 102 Bonham Rd	0.45	9000	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.518	9900	G	2005
<b>Town of Abingdon</b>																
(140) NA	0.63	NA												NA		
(2) 140 NA	0.10	NA												NA		
(3002) 140 Cummings St	0.08	6100	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.578	6700	G	2005
(3003) 140 Valley St	0.72	10000	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.539	11000	G	2005
(3003) 140 Valley St	0.14	7400	G	99%	0%	0%	0%	0%	0%	F	0.100	F	0.614	8100	G	2005
(3004) 140 Tanner St	0.08	1500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.527	1700	G	2005
(3004) 140 Whites Mill Rd	0.87	3000	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.599	3300	G	2005
(3005) 140 Hillman Hwy	1.35	3900	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.578	4300	G	2005
(3006) 140 Tunnel Street	0.08	1800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.692	1900	G	2005
<b>City of Bristol</b>																
Chester St	350	G									0.126	F	0.576	380	G	2005
Cheyenne Rd	150	G									0.138	F	0.522	160	G	2005
Daniel St	370	G									0.149	F	0.861	400	G	2005
Jefferson Dr	390	G									0.135	F	0.689	430	G	2005
Lester St	690	G									0.088	F	0.596	750	G	2005
Pearl St	90	G									0.128	F	0.52	100	G	2005
Poplar St	70	G									0.253	F	0.59	80	G	2005
Spring Branch Rd	40	G									0.31	F	0.516	49	G	2005

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Abingdon</b>															
Augusta Dr	440	G								0.099	F	0.536	480	G	2005
			From:			Sawgrass Circle									
			To:												
Bradley St	1500	G								0.103	F	0.641	1600	G	2005
			From:			Preston St									
			To:												
Fairway Dr	520	G								0.107	F	0.588	560	G	2005
			From:			Bogie Hollow Dr									
			To:												
Oak Hill St	380	G								0.115	F	0.588	420	G	2005
			From:			Hillside Dr									
			To:												
						Stonewall Heights									